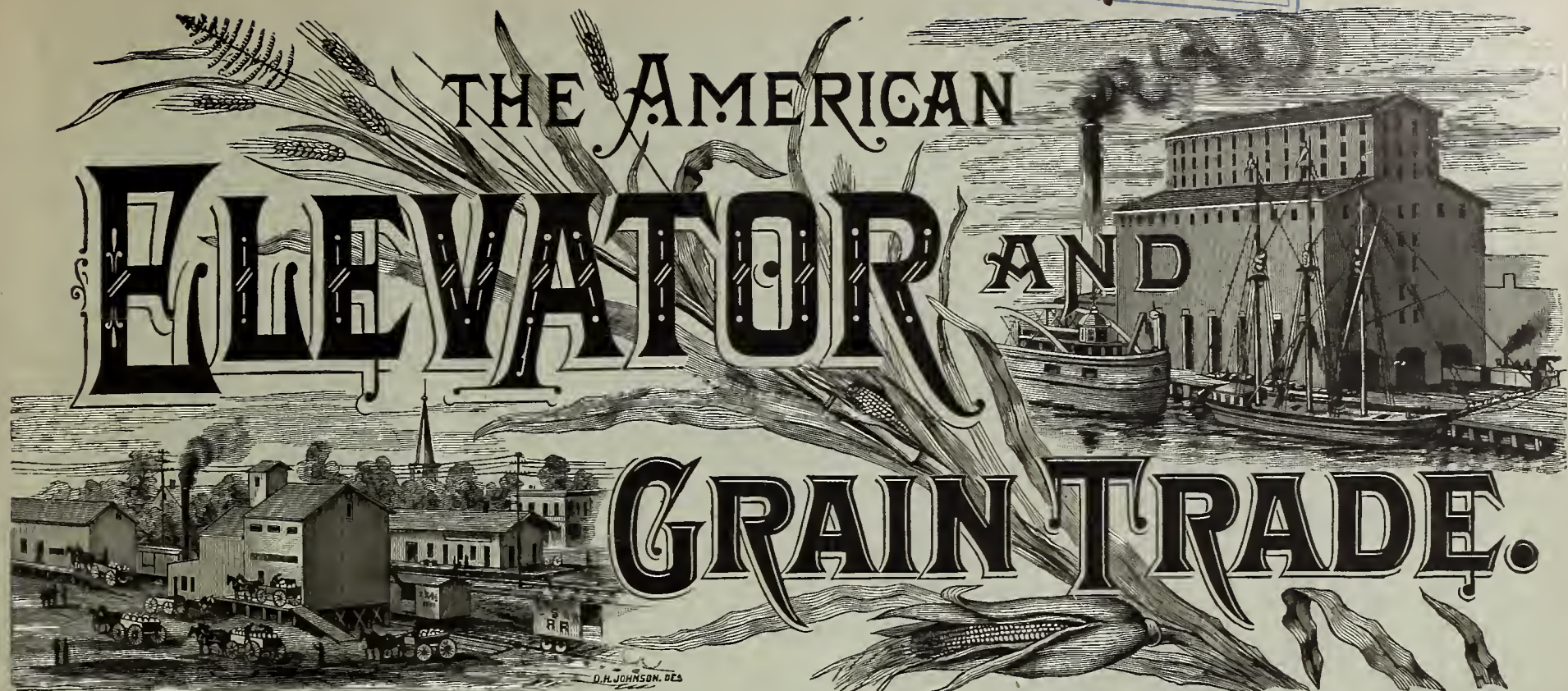
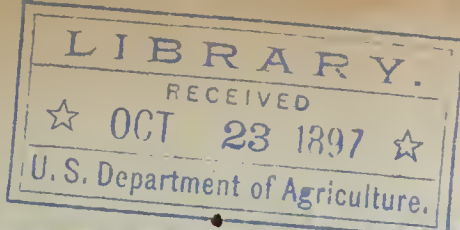


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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

VOL. XV.

CHICAGO, ILLINOIS, FEBRUARY 15, 1897.

No. 8.

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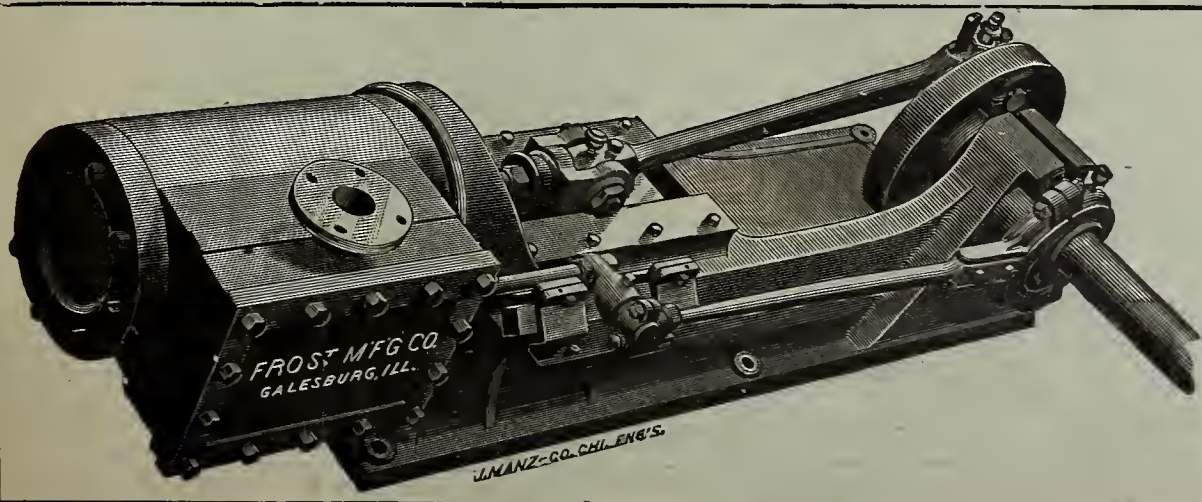
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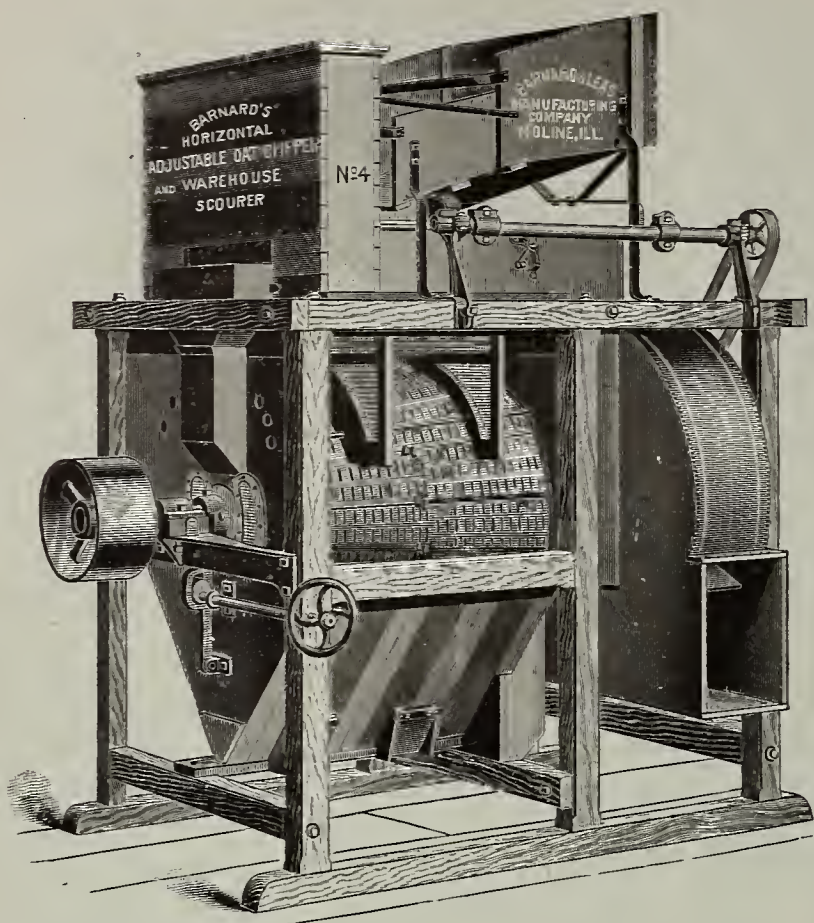
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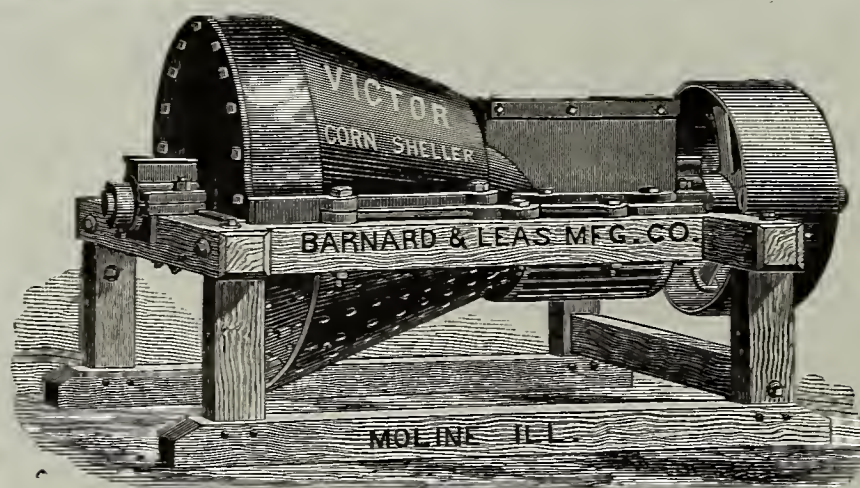
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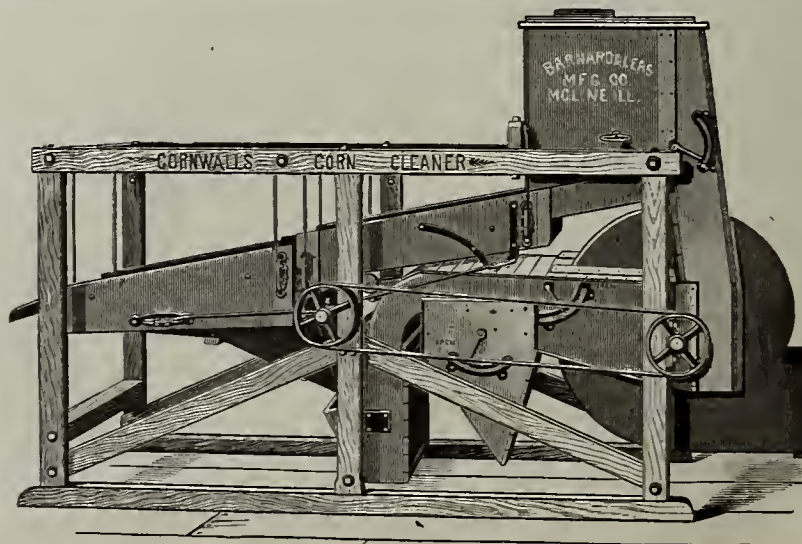
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Important Decision by the Supreme Court of the State of New York, IN FAVOR OF THE S. HOWES COMPANY, affirming its exclusive right, as against any other corporation or company, to the use of the name "HOWES" in the manufacture and sale of grain cleaning machinery, as the successor to the business originally founded by the late Simeon Howes.

Some of the persons who had formerly been in the employ of the S. Howes Company organized a new company and began business under the name of "The Howes Grain Cleaner Company." The Supreme Court, upon application of "The S. Howes Company," and after hearing affidavits and counsel of both the plaintiff and defendants, granted an injunction order which enjoins and restrains the defendants, The Howes Grain Cleaner Company, Charles N. Howes, Elgin Keith, Chauncey A. Lamphere and Jasper N. Bacon, from advertising the business of manufacturing or selling any grain cleaning machinery under any name embracing the words, "Howes" and "Grain Cleaner," or the words "Howes Grain Cleaner" and "Company," or the words "Howes Manufacturing Company," or "Howes Company," or "Howes Grain Company," or any similar words, and from selling or delivering any machinery manufactured by "The Howes Grain Cleaner Company," and from in any manner representing or holding themselves out to be the same concern as The S. Howes Company, or that The Howes Grain Cleaner Company, or the defendants or either of them, are the successor or successors to the business heretofore carried on by Simeon Howes, or by Simeon Howes and any other person or persons associated with him in business during his lifetime in the manufacture of grain cleaner machinery; excepting, however, that The Howes Grain Cleaner Company may sell and transfer by a single transfer its entire property; and except it may make deliveries of machinery which had been manufactured and sold by it, or for which it had accepted orders before the service of the original injunction order. This service was made December 31, 1896.

In justice to ourselves, owing to misrepresentations made by some of our competitors, we wish to say that Mr. L. E. Barbeau, of Silver Creek, N. Y., president of the company, has been constantly connected with the company and its predecessors for over 27 years, and has done a great deal toward the introduction of American mill machinery, particularly grain cleaning machinery, in countries abroad. Mr. Barbeau, in addition to his connection with The S. Howes Company, is largely interested in other properties in the United States.

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Howes & Ewell,
S. Howes.

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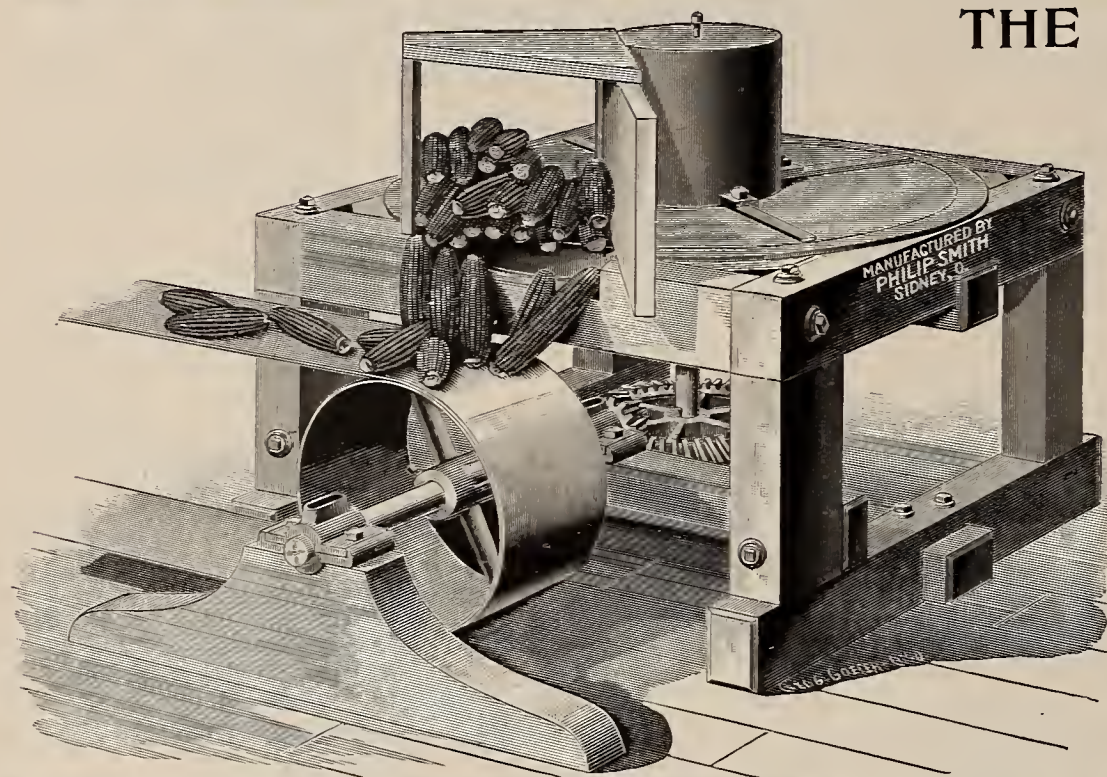
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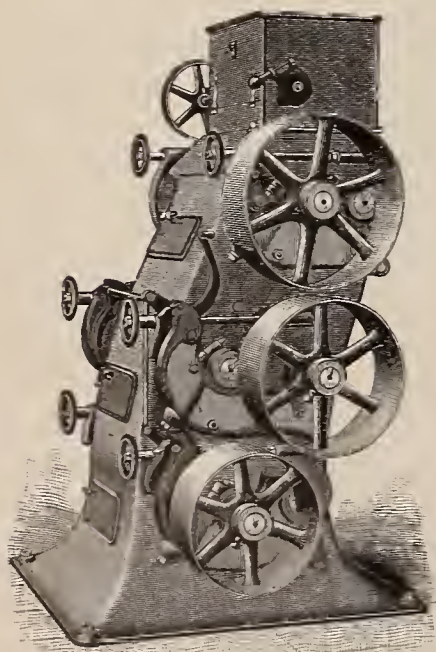
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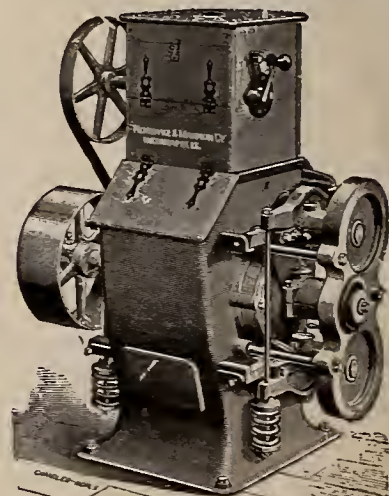


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Grain Cleaner Co.,

OF SILVER CREEK, N. Y.

.....



THIS company has been organized to make and supply immediately any of the "Invincible" Grain Cleaning Machines, Flour Packers, etc., heretofore advertised by the Howes Grain Cleaner Co. of Silver Creek, N. Y. The large and constantly increasing sale of these machines, while but the legitimate result of their superiority, has aroused the envy of a competing firm, The S. Howes Co. of this place, who have made an attempt to throw an obstacle into the way of the "Invincible" by suing for an injunction restraining the Howes Grain Cleaner Co. from advertising their product or soliciting orders for the same—on the ground that the appearance of the name "Howes" invaded some alleged

rights of the S. Howes Co. As a legal controversy, once begun, can easily be elongated to suit any litigant, a new company has been formed that is ready to fill orders as fast as they are sent in for any of the full line of "Invincible" machines. It should be distinctly understood that the right of this company to manufacture and sell such machines is not questioned by anyone, and that the aforesaid legal proceedings are directed solely against the use of the name "Howes" in connection with the corporate name, "The Howes Grain Cleaner Co.," in the sale of "Invincible" machines.

Incidentally it may be stated as a fact, that Mr. C. N. Howes, who was at the head of The Howes Grain Cleaner Co., has been connected with the manufacture of grain cleaning machines for more than a quarter of a century, while no one of the same name is a member of the S. Howes Company; and the management of The Invincible Grain Cleaner Company will be the same as was that of The Howes Grain Cleaner Company.

The company hereto subscribed will at all events demonstrate in an unmistakable manner that the "Invincible" machines have come to the front on their intrinsic merits and that they will stay just where they belong—that is, at the head of the procession.

Millers and elevators owners who have had the opportunity for comparison need no assurances on our part, but anyone contemplating the purchase of one or more machines should write for description and prices and he will find them right. Respectfully,

The Invincible Grain Cleaner Company,
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ON **OAT CLIPPERS**

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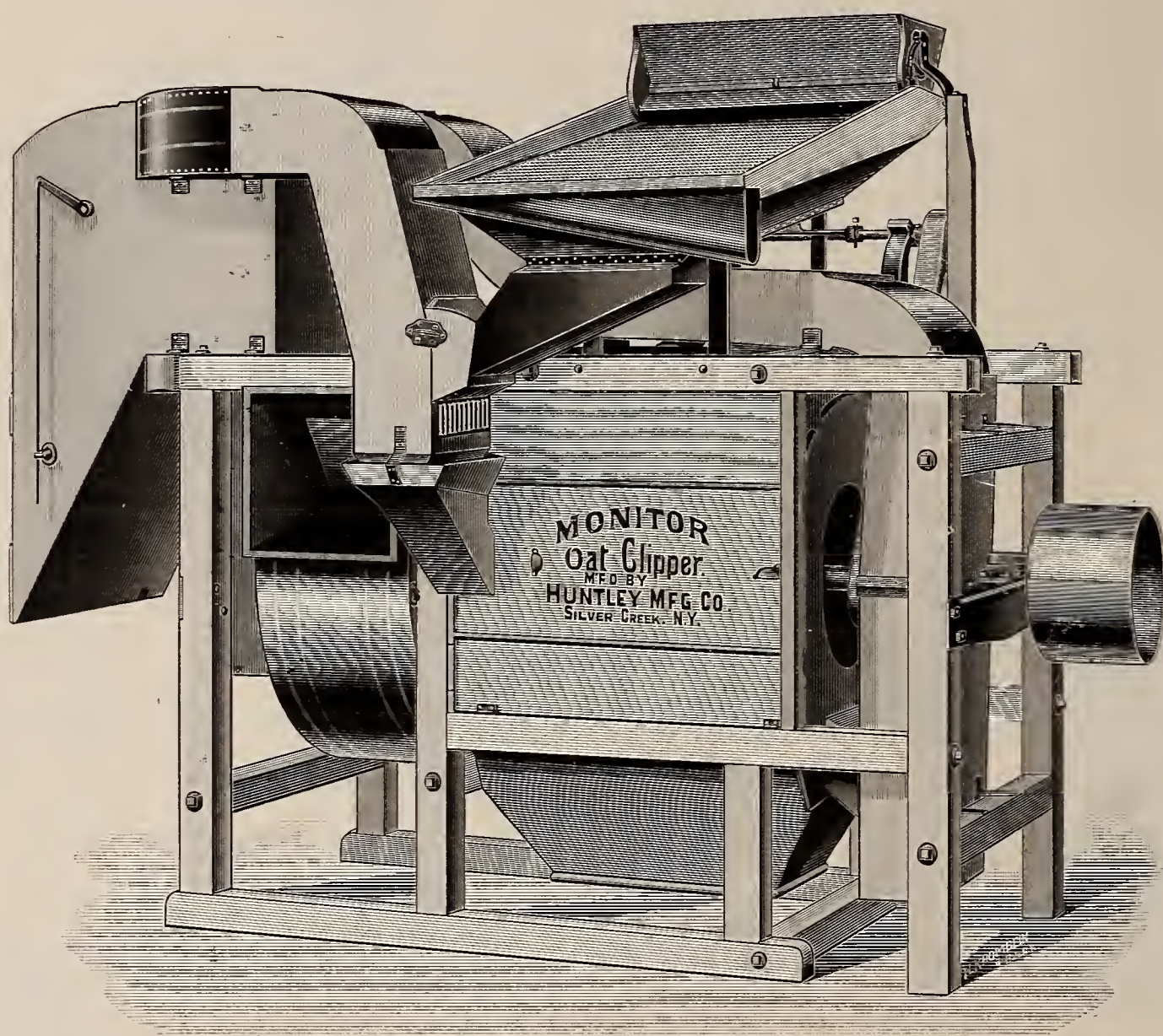
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THE PENNSYLVANIA'S NEW TRANSFER ELEVATOR AT CHICAGO.

The Jumbo transfer car is rapidly being discarded at every point where there is much grain to be transferred, and modern transfer elevators with up-to-date machinery for quickly transferring grain, and reliable scales for weighing it are being provided.

The latest road to provide facilities for properly caring for this business is the Pan Handle, which has recently completed the transfer elevator shown here-with on a site near its tracks at Fifty-seventh and Leavitt Streets, Chicago. The elevator, which will be called the Pennsylvania, has a transferring capacity of 150 cars in 10 hours, and a storage capacity of 160,000 bushels.

The elevator proper is 42x168 feet and 123 feet high, and built of 2x6 cribbing. Along each side is a track shed 14 feet wide. Each shed has a smooth wooden floor, so they can easily be kept clean, and the doors are sheet iron curtains that can be rolled up out of the way. The main shaft which extends through wall from engine room is 7½ inches in diameter. From its

sheave power is transmitted by the Dodge Patent American System of Rope Transmission to the jack shaft on the same floor and to the clipper shaft on the next floor above. In Fig. 7 is shown the tension carriage of the clipper shaft drive. From the jack shaft power is transmitted by one drive to the shovel shaft, and by another to the elevators. At the same end of the elevator are two car pullers with automatic rope take-ups above each for keeping the rope out of the way of the workmen, and to prevent

accidents. One of these car pullers, shown in Fig. 2, is driven from the jack shaft, and the other is driven from the shovel shaft. The car pullers are very strong, and weigh 8,000 pounds each.

In the receiving track shed, which is shown in Fig. 11, are four receiving sinks, one of which is shown in Fig. 12. In addition to showing the iron grating over the sink, the latter cut shows the Universal Pedestal Sheaves for the shovel ropes, and

four receiving elevators is equipped with buckets 7x20, and each can be thrown in or out of gear from any floor of the house. The elevators are driven by rope direct from the line shaft on the top floor of the cupola, as is shown in Figs. 5 and 6. Each elevator head pulley has an iron center with a wooden rim, and is 7 feet in diameter, and the sheaves receiving the power for each are 9 feet in diameter. The sheaves on the line shaft are fitted

with the Dodge Manufacturing Company's Split Friction Clutches. The cupola line shaft is supported on floor stands fitted with ball and socket adjustable capillary oiling pillow blocks on iron floor stands, as shown in Fig. 4, so the shaft can be easily and quickly realigned. The take-up box for each leg is on the first floor and accessible so the operator will not have the usual excuse for not keeping the belts tight. Four garners on the first floor extend into the basement, and from each grain is fed direct to an elevator boot.

On the shipping side of the elevator is one of the car pullers and four bifurcated loading spouts. The loading track is shown in Fig. 9. The four shipping spouts car-



THE PENNSYLVANIA'S NEW TRANSFER ELEVATOR AT CHICAGO.

a unique device, the invention of E. M. Ashley, for operating the feed gates of the elevator boots. The shovel shaft, which is 144 feet long, hangs from the ceiling along the receiving side of the house. From it are operated four of the Dodge Manufacturing Co.'s Improved Clark Shovel Machines. These machines are fitted with the Dodge Co.'s Patent Capillary Oiling Bearings, and work so easily that a car can be unloaded in five minutes.

From each receiving sink the grain passes to one of the large cast iron elevator boots. Each of the

ry the grain from the scale hoppers to the bi-furcated nozzles, and they direct the falling grain, so that it goes to the ends of the cars and no shoveling is necessary. Each of the shipping spouts is 14 inches in diameter, and made of ¾-inch wrought iron.

On the second floor, which is light and airy, are the four No. 9 Monitor Oat Clippers, made by the Huntley Mfg. Co., which have a daily clipping capacity of 40,000 bushels, and four belt tighteners. From the clippers the oats are spouted to the large bins on the first floor. The elevator has a com-

plete dust collecting equipment. The dust and dirt from the clippers is blown to the four dust collectors on the same floor, and from them it is drawn through a large galvanized iron pipe by a 50-inch fan on the same floor and delivered to a dust collector over the boiler room, which drops the refuse into the furnace. The exhaust air from the four dust collectors in the house goes to an air chamber 2 feet 6 inches by 5 feet, which extends along the ceiling of the second floor almost the entire length of the building. At the middle of this chamber is an outlet for the air in the form of a galvanized iron pipe 54 inches in diameter, which extends up through the building and the roof of the cupola. Connected with the pipe leading to the fan are smaller galvanized iron pipes provided with valves at different points upon the floor, so that when refuse is swept to the pipe and the valve opened the dirt will be carried by the current of air to the dust collector over the furnace.

man notifies the operators on the first floor when the scale is ready to receive grain. Also when the same is received and in the scale, the target is thrown up and can be released only by the weighman when ready for another lot of grain. In this way grain is not mixed, and mistakes are avoided.

On the garner floor are four 2,000-bushel garnerers. Owing to the unusual large size of the garnerers they were provided with four discharge valves, to load the scale hopper evenly in order to insure accurate weights. These valves are operated in pairs connected to one lever, and in Fig. 13 we show the scale and levers.

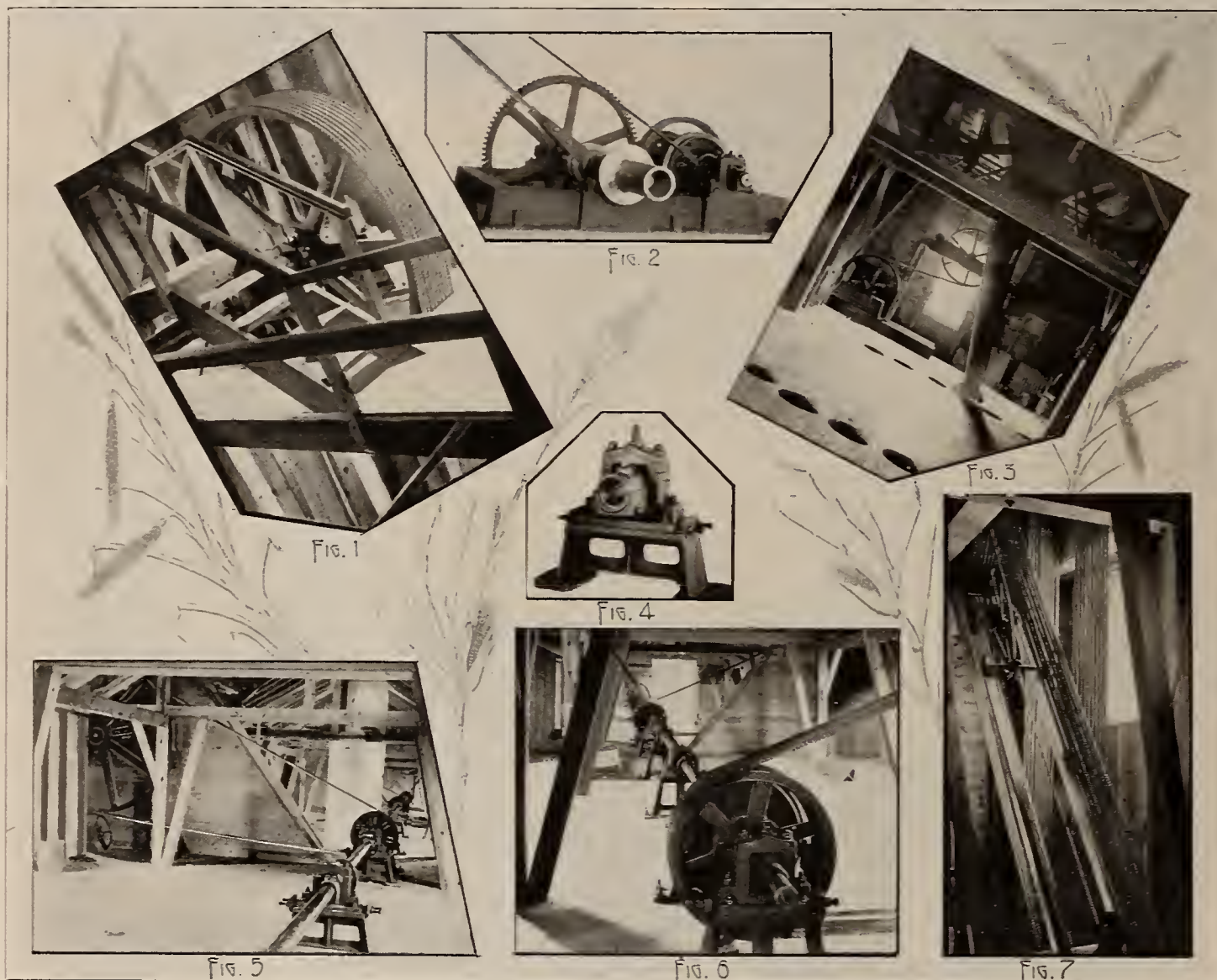
The elevator has galvanized iron siding and roofing. On top of the elevator is a flagstaff, a thing no other elevator in Chicago possesses.

In the use of capillary self-oiling bearings, considerable saving is effected, as it dispenses with the services of an extra man; these bearings run

ture containing the coal house, the oil house and the carpenter shop.

The office building, which is at the other end of the elevator, is 20x30 feet, with tin roof and corrugated iron siding. It is finished with yellow pine. Its four compartments furnish ample accommodations for the foreman, clerks and employees. The track and switching facilities are all that could be desired. The yards of the Pan Handle are at hand so empties can readily be secured.

Without doubt the house is one of the best grain transfer houses ever erected. It was not the purpose of the builders to erect a cheap house, but a good one, and the contract was let without competition to the Heidenreich Construction Company, designer and builder of grain elevators. That it has built a first-class house, greatly superior to most of the cheap cribs put up for the parsimonious elevator men during recent years, will be admitted by anyone who will take the trouble to visit it. All



INTERIOR VIEWS OF THE PENNSYLVANIA'S NEW TRANSFER ELEVATOR AT CHICAGO.

Above the clipper floor are 82 bins. Each one is numbered, and each can discharge to a clipper or to an elevator boot. Nothing but the best of lumber was used in the construction of the house, and no knotty stock was used in the construction of the bins.

Above the bins is the spout floor, where four distributing spouts carry grain from the scales to the bin and loading spouts. In Fig. 3 is shown one of the distributing spouts. The openings in the floor to the spouts leading to bins and loading spouts are also shown. The heads of the distributing spouts have ball bearings. The discharge end is carried on a trolley with 4-inch wheels, causing it to work very easily. The openings in the floor are fitted with covers made of two thicknesses of wood, having its grain crossed, and covered with No. 14 iron which projects 2 inches and rests on the floor, leaving the surface smooth and free from obstructions.

On the scale floor are four scales with 1,800-bushel hoppers. Each scale has a weighing capacity of 1,400 bushels. The weighmen's office on this floor is heated by steam. On the scale floor at each elevator leg is a target and lock whereby the weigh-

man notifies the operators on the first floor when the scale is ready to receive grain. Also when the same is received and in the scale, the target is thrown up and can be released only by the weighman when ready for another lot of grain. In this way grain is not mixed, and mistakes are avoided.

The house has speaking tubes, and a gong for each elevator leg. A hook chute for carrying messages and books to and from the weighmen. Waste cans with wrought-iron legs are placed at many points in the elevator. On each floor are four chemical fire extinguishers and a hose reel with 50 feet of hose attached to the standpipe. In the elevator are 150 incandescent electric lights, and an arc light at each doorway of the receiving and shipping sheds.

The brick engine and boiler house adjoins the elevator on the north. It is divided into two rooms. In the engine room is the 350-horse power Westinghouse Engine, a 20-horse power Westinghouse Engine to run the electric dynamo, a dynamo and switchboard, feed pump, feed water heater, and a fire pump to pump water from the 10,000-gallon cistern under the engine room to the standpipes. It has a pumping capacity of 750 gallons a minute. In the boiler room are two boilers 72 inches by 18 feet. Adjoining the engine room is a frame struc-

ture containing the coal house, the oil house and the carpenter shop. The office building, which is at the other end of the elevator, is 20x30 feet, with tin roof and corrugated iron siding. It is finished with yellow pine. Its four compartments furnish ample accommodations for the foreman, clerks and employees. The track and switching facilities are all that could be desired. The yards of the Pan Handle are at hand so empties can readily be secured.

During the crop year ending Sept. 1, 1896, the Minnesota weighing department received \$49,765.65, and disbursed \$47,736.37. The surplus is kept in the treasury to provide for weighing at other points, when the trade needs it. In Chicago this is different, the surplus goes into the pocket of the public weighmaster, and when weighmen are needed at additional points they are not put in unless it will prove profitable for the weighmaster. Chicago's fee system is bad, and should be discontinued.

It is reported that a resolution brought into the Nebraska Legislature recites the fact that there is an association in that state for the purpose of controlling the price of cereals by restricting competition in buying, and that this combine extends over the entire state, including many elevators and warehouses. It is further declared that the combine fixes daily the price of wheat and corn. It is the object of the resolution to set this law in motion against the members of the alleged combine.

A SQUINTEYED VIEW OF THE RENTAL.

The Railway Review of Chicago in a recent number said:

"The enactment of the Interstate Commerce Law was a serious blow to many shippers who, in pursuance of an arrangement previously made with the railroads, had built elevators along the various lines and established themselves in the business of buying and shipping grain. It is revealing no secret to state that, as a rule, these men were paid a rebate on their shipments so that they possessed, and perhaps rightly, an advantage over the ordinary shipper. These elevator men made the market for the towns in which they were located. They were bound to pay a fair price for grain, to keep their elevators open the year round, to purchase whatever came, and in a general way to care for the trade. This involved considerable expense, and it was thought

"The scheme, although plausible on its face, is not workable under existing conditions. Like most other makeshifts, it would fail. [It is not a makeshift, and will not fail.] A railroad is a common carrier. It cannot accept the business of one and refuse that of others, neither can it, with any degree of justice, enter into competition in the same line of business with those it serves. [This is not asked nor expected.] None familiar with such traffic as is here proposed would for an instant contend that a country elevator operator could receive and ship grain for one set of men as an agent of the railroad, and buy grain and ship on his own account, at one and the same time. [Some of them do it now, but are paid for handling by the shipper.] In the one operation he would be an agent acting for, and under the direction of, a carrier. In the other he would be a shipper on his own account, and at his own option. He would be obliged, as agent, to do that which he could not afford to do as a shipper,

Paying the elevator man to receive and load grain for all comers would meet the case fully.] With it also must stand or fall other mooted points, such as clean bills of lading, etc. Given the proper elevator facilities owned and operated by the railroad, and all such questions are at once disposed of. If the carrier receives a certain number of pounds of grain, it will be obliged by law to deliver the same amount.

"There should be no halfway measures proposed in relation to this grain traffic. If any change is to be made, let it be radical and complete. The National Grain Dealers' Association can, if properly directed, effect a much needed reform in the transportation of bulk grain, but it can never be accomplished by the selection of a preferential class to whom shall be paid a rebate under the guise of compensation for service."

Our contemporary is published in the interests of the railroad companies, and naturally seeks to make



INTERIOR VIEWS OF THE PENNSYLVANIA'S NEW TRANSFER ELEVATOR AT CHICAGO.

only fair that the imposed conditions should carry with them a compensation in the way of reduced rates. [The conditions are not changed, and these local freight agents for bulk grain are just as fairly entitled to compensation for their services as ever.] With the enactment of the Interstate Commerce Law this practice was necessarily discontinued. The payment of rebates was (supposedly at least) a violation of law, and since that time elevator operators have been endeavoring to find some means of regaining their preferential position.

"The latest scheme, and one which is advocated as among the first duties of the National Grain Dealers' Association, is an arrangement whereby elevator operators shall receive from the railroads say two cents per bushel for "storage and handling charges." This charge is based on the theory that the elevator is practically a freight depot for bulk grain; that in receiving, storing and shipping such grain, the elevator occupies the same position as the ordinary freight depot does for other shipments, and that if the railroad does not care to build its own elevators and operate them, it should be willing to compensate those who do build them in a sum equivalent to at least the actual cost of such handling.

and there would thus be a never ending conflict of duty. [This statement is not supported by the experience of those who have set aside some of their bins for the storage of grain for other shippers.]

"But the scheme proposed does not touch the root of the matter. If it is the duty of the carrier to furnish proper facilities for receiving, handling and forwarding transportable merchandise, it should be compelled to do so [their charters and the statutes so provide, and the courts have frequently so decided], and in this connection, the first thing to settle is whether bulk grain is a transportable commodity. [This question was settled some thirty years ago, before the railroads commenced to transport it in bulk. No practical railroad man would raise this question now.] There may be some doubt upon this particular point, and it might be held that such is not the case. But if otherwise, and it is admitted that grain in bulk is in proper form for delivery to a railroad, then any other scheme than that of the making of the necessary provision for receiving and handling bulk grain by the railroads fails to meet the case. [A railroad company can employ as many assistant freight agents at a station as it desires, and can pay them whatever it chooses.

a bugaboo out of this proposed change. We have interspersed its opinions with a few of our own in brackets. No freight manager who has been approached by the Grain Dealers' National Association on this subject has expressed any but words of encouragement, and all acknowledge the justice of the claim. The movement is sure to meet with success if the elevator men give the National the support it merits.

The grain business of Wichita is assuming proportions that few realize. There are thousands of men in Wichita to-day who will say, and believe they are right in so saying, that the volume of grain business done in this city during the late seventies and early eighties will never be repeated. In a sense there is some reason for this statement, but the fact remains that the grain trade of Wichita to-day is greater than it has ever been in the history of Wichita. It is invisible to the average man—even the average business man—but it exists just the same. At the present time there are ten foreign firms doing a big grain business in Wichita, to say nothing about the local dealers.—Eagle, Wichita, Kan.

WEIGHING GRAIN AT MINNEAPOLIS.

According to the report of State Weighmaster Reese of Minneapolis, "the just recognition of the value of the work of the department is shown by the appreciation and confidence bestowed by interior shippers and trade interests at terminal points. It is conceded that state service is indispensable to such interests, and should the same be abrogated, it could not be replaced by any other system and give such universal satisfaction as is afforded by the present, for in a grain market of the magnitude of ours there must of necessity be a system for weighing, and also a central office or bureau at which official weights can be obtained. The state in its supervision of the weighing of cereals consigned to terminal points stands in a position of arbitrator between shipper and receiver; it treats both with equal fairness and protects their interests alike. Differences arising are adjusted after a careful and exhaustive examination has been had as to probable cause, and the decision arrived at and rendered thereupon is, as a rule, accepted by either side without question.

"Every complaint of a supposed shortage in weight receives attention at our hands, and no pains are spared to locate the cause of trouble, if any exists. Any irregularity, either in scales or in the manner of handling at points in the city where state weighing is had, cannot escape detection very long. The constant passing of grain from elevators to mills in the district affords the very best of checks on these places, and the uniformity in weights at points of loading and unloading proves the accuracy and care the handling of all grain receives. Our scales are under the supervision of an expert scaleman, whose sole duty is to see that they are at all times accurate and reliable. These scales number 200.

"Shortages complained of are, as a rule, found to be without justification, and are mainly caused by false estimates of weights when shipper possesses no facilities for weighing, and in the inaccuracy of his scales when he does, or in discrepancies in the manner of his handling. When repeated complaints from one point are received, so as to justify an investigation, the state makes an examination into shipper's facilities and most always is able to point out to him the irregularity. Instances of such a nature are numerous in our experience. Actual shortages occur through using imperfectly coopered cars for shipment, through leaks of the same, and in the use of bad order cars as well as cars having their floors covered with manure, lime, coal dust and other offensive ingredients. By proper exercise of care in these respects, shippers can largely prevent loss to themselves.

"An observance of the law requiring shippers to place inside of the car a card stating the weight of the commodity he ships will also be of benefit to him, as it will instantly call attention to any discrepancy in his weight and the weight obtained at destination, and the cause for same, if any, can then more readily be detected should the same occur at point of unloading. We find, however, that this law is not heeded to any great extent, as but few shippers' cards are found in cars. When an actual shortage occurs, it can, as a rule, be traced to some of the causes mentioned, but many of them are confessedly due to pilfering and stealing from cars in railroad yards.

"I have in my former reports dwelt at considerable length upon the importance of checking this evil, and have suggested that the railroad companies exercise more care in the protection of property intrusted to them. The railroad yards in the city are so extensive that they afford to the thief excellent opportunities for theft, and which he apparently is not slow in availing himself of. The department cannot be held responsible for losses caused by theft, and can only call attention to the fact that losses do occur from this cause. Although we have no fund at our command which can be devoted to the suppression of the evil mentioned, this department has nevertheless done much to check it, and has been instrumental in securing several convictions for the commitment of this very offense. Cars left with open doors are more subjected to such depredations than those sealed; cars should, therefore, al-

ways be protected by having the doors securely fastened and sealed, even if they are only to be left out for a few hours."

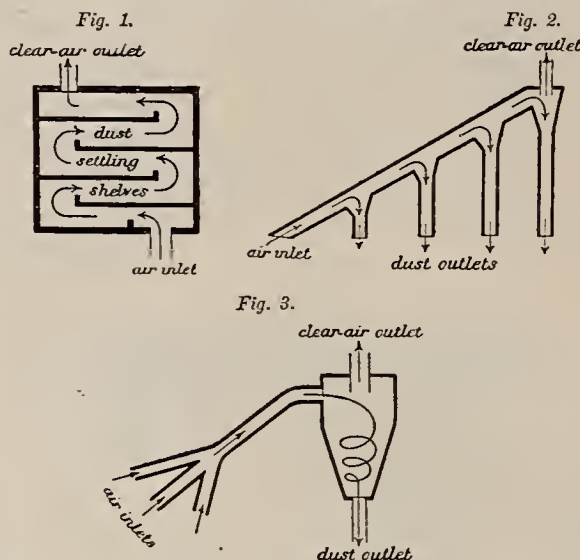
The force of the department is composed as follows: One state weighmaster, one assistant weighmaster, two clerks, one stenographer, one scale expert and forty-three weighers.

THE STORAGE OF GRAIN.

NO. III.—FIRE PROTECTION.

[From a paper by Percy Wilson Britton, Assoc. M. Inst. C. E., read before the Institution of Civil Engineers, London, and awarded the Crampton prize.]

Fire risks have an important bearing on the system of erection, chiefly on account of the accumulation of dust arising from the manipulation of grain. The dust arising from the several processes requires to be dealt with as quickly and as closely to its origin as possible; to be extracted from each hopper, separator, spout, or machine, in preference to merely creating an exhaust current through the whole room or building. The method adopted is to exhaust it into suitable receptacles or settling chambers. In the earlier appliances it was considered sufficient to force the exhaust current of dust laden air into any chimney shaft; but this represents only part of the requirements, as the dust should be settled so as to be collected and destroyed. The simplest process is generally to draw the dust up a wooden or metal spout, by a powerful fan, and pass it into a "stive-



room," or inclosed chamber, formed of wooden framing with a canvas covering, where it can settle either on the floor or on a series of shelves as shown in Fig. 1. Where it is desired to sort the dust into different qualities, a funnel-shaped spout, with a series of outlets on its lower side, Fig. 2, allows the heaviest particles to drop into the first outlet, and so on, the purified air finally escaping. The positions of the openings must, of course, be calculated according to the vertical height to which a current of air of given velocity is found to carry the particles of given density. The dust collector, Fig. 3, consists of a metal case in which the dust-laden air, impinging in the cylindrical head, causes a vortex movement in which the dust settles down the inverted cone, and can thence be drawn off in sacks, or can drop to any depth into a receiving chamber near the stoke-hole in order to be passed into the furnace and destroyed, while the clear air escapes through the vertical tube in the upper surface, the depression of the tube preventing any of the heavier suspended matter from passing upward. Wrought woodwork accumulates less dust than rough faced work.

All openings should be efficiently screened against sparks. Various systems of automatic floor or ceiling sprinklers, with plugs of alloy fusible at low temperatures, and wall sprinklers, on a similar principle, are available. Their efficiency naturally depends upon their extreme sensitiveness, accurate adjustment and accessibility; and consequently on an unfailing rise of temperature in the space inclosed. Placed in a direct and invariable air conduit—such as in elevator or "leg" shafts or in lifts or in bins, their action may be considered as absolutely reliable; but cross currents of air in any direction materially detract from the efficiency of the operation of sprinklers, for an outbreak of fire in such situations as mills or granaries requires to be dealt with

instantaneously. Hydrants, with a double source of supply wherever practicable, and with hose suspended in an open accessible place so as to be instantly available, and with a concurrent supply of buckets and a copious renewal of water in conveniently placed tanks, are, in the author's opinion, superior for all practical purposes to any system on which theoretical dependence may be placed to the possible detriment of actual vigilance.

External staircases and lifts for communication between different floors should be provided; and the hydrants should be placed as near as possible to the door on each floor, so as to be available until retreat is necessary. In large elevators it is also a safeguard to avoid long passages or traverses for shafting or belting; and separate "leg-shafts" (i. e., shafts in which the elevator or "leg" is erected), are now frequently constructed, especially in connection with rope drives. It is claimed that this system reduces the general risk by fully 50 per cent. Electric light installations also reduce the risk as compared with open lights or with lights inclosed in breakable lamps in a dust-laden atmosphere.

When practicable metal lathing faced with plaster forms a useful protection to wooden surfaces. Various chemical preparations for saturating or for coating woodwork have been experimented with, but not to the author's knowledge on the large scale of a granary fire. Their effect is to retard flame, but the substance is charred into a condition of disintegration which, in a fully loaded silo-granary, may necessitate more dangerous work in its replacement than if it had been completely burnt. An economical and efficient fireproof bin is still one of the chief points for prospective improvement. Floors and horizontal surfaces and external walls are made secure, but the internal supports are often left unprotected. This is a delusive source of weakness. Whether in open granaries or in the foundation piles of silos, the surfaces of vertical members in either wood or iron should be carefully protected.

[TO BE CONTINUED.]

CINCINNATI GRAIN AND FEED RECEIVERS.

The Grain, Flour and Feed Receivers' Association of Cincinnati, Ohio, held its annual meeting on January 28, for the transaction of the usual business. In the election of officers W. W. Granger, manager of The Union Grain and Hay Co., was reelected president of the Association. Mr. Granger attempted to withdraw, but the members assured him that his good work was too valuable for them to allow him to retire. William Klein was reelected treasurer, and William Ricker secretary. These officers, together with Charles Schmidt, J. W. Fisher, Henry Haurmann and L. B. Daniel, constitute the Board of Directors.

A special meeting was called the following day to devise ways and means whereby alleged discrimination in corn rates might be remedied. The following committee was appointed to confer with the railroad officials: A. C. Gale, Peter Van Leunen, W. W. Granger, Wm. McQuillan, James A. Loudon, John Collins, Charles Garner and John Allen. The committee found it impossible to meet the railroad officials, and so addressed letters to them, calling for an equitable adjustment of rates. From Peoria to Baltimore, 700 miles, the rate is 13 cents; from Peoria to Cincinnati, 300 miles, it is 9 cents, and this the Cincinnati grain men are vigorously protesting against.

The Receivers' Association has been active and energetic in guarding the interests of its members under the guidance of President Granger. "It gives us," says the President, "the best protection we have ever had in this market, and we could not very well get along without it for a single day."

According to the report of the grain commission of the Philadelphia Chamber of Commerce there was decided improvement in the receipts of grain at Philadelphia in 1896 compared with 1895. There was an increase of 9,212,831 bushels of grain exported, the total exports being 3,340,766 bushels of wheat, 5,462,128 bushels of corn, and 409,937 bushels of oats.

CHEMICAL FIRE EXTINGUISHERS.

Many of the chemical fire extinguishers placed on the market are made to sell; some are made to extinguish fires. The Engineering News says:

"The modern methods of fire protection by chemicals, which bid fair to entirely displace the old, consist in the use of certain salts which, when heated, give off a gas which extinguishes the fire partly by shutting out the supply of air, and partly by the cooling effect produced by the separation of the gas from the salt. For fire extinguishing purposes the salt is dissolved in water and used either to fill fire pails or portable extinguishers with a hand force pump and hose attachment. An important advantage is that the salt in solution has little or no corrosive effect, and by the mixture of other sub-

great, especially in view of the fact that the necessity for their use is a rare occurrence."

Good chemicals are all right, but poor ones are worse than worthless, because the elevator man depends upon them for a protection they cannot give. Barrels filled with salt water and buckets hung above each give a protection superior to any of the grenades, or so-called hand fire extinguishers found in many grain elevators.

THE NEW PRESIDENT OF THE BUFFALO MERCHANTS' EXCHANGE.

The Merchants' Exchange of Buffalo, at its annual election in January, selected a man well known to the trade and one who will conduct the affairs

and to guard vigilantly the interests of the Exchange.

THE FUEL VALUE OF CORN.

[From Press Bulletin No. 8 the University of Nebraska Agricultural Experiment Station, by T. L. Lyon, agriculturist. C. R. Richards, professor of practical mechanics.]

The present abundance of corn and its low price have occasioned much speculation as to its fuel value. There is such a diversity of opinion and so little actual knowledge regarding the profitableness of buying corn instead of coal, that it seemed desirable to conduct a comparative test that would show the relative heating power of the two materials. Whether it would pay to raise corn for fuel is a question not contemplated in this investigation, but the interests of the large number of people living in the region of cheap corn call for the determination of its most profitable use after it is upon the market.

To make the test, a good grade of yellow dent corn, on the ear, of this year's crop, and not thoroughly dry, was burned under the boiler used to supply power for the Department of Practical Mechanics, and the amount of water evaporated by the burning of a known quantity of corn was noted. The test lasted nine and one-half hours, and 5,232 pounds of corn and cob were consumed. The next day, the same boiler was heated with screened Rock Springs nut coal for five hours, burning 1,888 pounds of coal, and the amount of water evaporated was recorded.

The data thus obtained show that one pound of coal evaporated 1.9 times as much water as one pound of corn. In other words, 1.9 times as much heat was liberated in burning one pound of coal as in burning one pound of corn. Several calorimeter tests were made which agreed very closely with these results.

The coal used cost at Lincoln \$6.65 per ton. With coal selling at this price, and worth 1.9 times as much for fuel as an equal weight of corn, the fuel value of the latter would be \$3.50 per ton, or 12.25 cents per bushel. The following table shows how much coal is worth per ton, when its heating power is the same as that used in the experiment, and when corn is selling at a certain price per bushel:

Corn Per Bushel.	Coal Per Ton.
9 cents.....	\$4.87
10 ".....	5.41
11 ".....	5.95
12 ".....	6.49
13 ".....	7.11
14 ".....	7.57
15 ".....	8.11

It will thus be seen that if this quality of coal were selling at less than \$6.50, and corn were bringing twelve cents, it would not pay to burn corn, while coal must sell as low as \$5.41 per ton to be as cheap fuel as corn at ten cents per bushel.

A very complete and thorough investigation of this subject is being conducted at the university. It was thought desirable, however, to publish the results already obtained, although they were based upon the performance of but one quality of coal. This coal is well known and largely used in the state.

TO PREVENT SMUT.

The Department of Agriculture recommends the following remedy for stinking smut in wheat: Immerse the seed for a few minutes in scalding water not much above 132 degrees, and not in any case above 135; place the grain supposed to be affected in sacks in quantities of half a bushel at a time; immerse it first in water having a temperature of 110 degrees, and when warm plunge it into another vessel where the heat shows the temperature required. The volume of boiling water should be six to eight times as great as the seed treated, and the thermometer should be consulted all the time the wheat is in the scalding water. The grain, after remaining fifteen minutes under treatment, is taken out and dried. It is best to treat the seed just before planting. Before placing in the sacks again these should be thoroughly boiled for fifteen minutes. This is done to prevent any spores of smut which have escaped from the dry wheat remaining to infect the seed after it has been cleaned.



A. R. JAMES, PRESIDENT OF THE MERCHANTS' EXCHANGE, BUFFALO.

stances the solution may be made deliquescent, so that it will not dry away when left in the pails. The effect of such a chemical solution in the extinguishing of fires is truly remarkable. Water poured on a fire, as is well known, has little effect except on the part which it actually touches; but the chemical solution gives off at once a gas which rises and envelops all parts, extinguishing the flame as if an invisible blanket were wrapped about the blazing pieces. Of course, when a fire has been burning for some time, and a body of hot coals has accumulated, the heat actually stored up in the coals must be dissipated in some way. The rapid spread of fire occurs, however, by the spread of the flames, and the influence of the chemical solution in checking this is equal to the effect of a volume of water many times as great, with the additional advantage that the gas will rise and check the flame in closed spaces, such as hollow partitions, where water cannot reach. The expense of the chemicals is not

of his office with exactness and fairness to all. Mr. James, the new president, brings to the office a wide experience with large affairs and will be found equal to any emergency that may arise.

Mr. A. R. James has been connected with the flour and grain trade for over thirty years. He was on the road for a Boston firm for a number of years and later was admitted to partnership, the style of the firm being Wright Bros. & James. After fourteen years in this firm he withdrew from it and moved to Buffalo. In 1884 he organized the Central Milling Co. of Niagara Falls, N. Y., and was made treasurer and general manager, a position he still holds. The company's plant consists of a 100,000-bushel elevator, 2,000-barrel mill, warehouse, cooper shop, etc.

Mr. James is a persistent and energetic worker and generally meets with success in whatever he undertakes. A broad and fair-minded man, he can be depended upon to treat all equitably

CIVIL SERVICE RULES FOR GRAIN INSPECTORS.

The Illinois Legislature has not yet passed the much needed law providing for civil service rules for the grain inspection and warehouse registrar's employes, but such a bill has been introduced in both branches of the Minnesota Legislature. Such a bill was passed by the Minnesota Legislature several years ago, but the Governor did not approve of it, so it failed to become a law. The present bill is as follows:

A bill for an act to regulate and improve the service of grain inspection and weighing and registration in the state of Minnesota.

Be it enacted by the Legislature of the state of Minnesota:

Section 1. Within ninety (90) days after the passage of this act and thereafter from time to time as they may deem necessary, it shall be the duty of the railroad and warehouse commission to arrange in suitable classes all persons under their control, employed in the service of grain inspection, weighing and registration and other branches of

shall be allowed or exercised in the examination, appointment or promotion of any applicant.

Fourth—That no person in said service has any right to use his official authority or influence to coerce the political action of any person or body.

Sec. 4. The commission may call upon the chief inspector of grain or any other officer or officers in charge of any branch of the service, to aid them in preparing suitable rules and regulations governing the examination of applicants as to their fitness and eligibility for appointment in the service or promotion therein. Said commission shall have control of such examinations and shall supervise and preserve the records of the same, and shall keep minutes of all its proceedings in connection therewith. Said commission shall include in their annual report to the governor of the state a report of its proceedings herein; also of the rules and regulations in force, the practical results thereof, and any suggestions they may approve for the more effectual accomplishment of the purposes of this act.

Sec. 5. No removal of any permanent officer or employe shall be made for any political purposes whatsoever, but may be made for neglect of duty, incompetency, for violation of any of the provisions of this act, or the rules and regulations of the commission, or whenever, in the judgment of the commission, the interests of the service demand it. In case of such removal for cause, the entry of the fact, together with the reasons therefor and other proper information in connection therewith shall be made in the records of the commission.

Sec. 6. This act shall take effect and be in force on and after the date of its passage.

CORN AND COB MEAL.

One of the Indiana State Experiment Stations has concluded experiments testing the comparative feeding value of corn and cob meal, and we take from the bulletin the following:

Shelling a 100-pound sample of ear corn gave a yield of 81.5 pounds of kernels, and 18.5 pounds of cobs.

By feeding the cobs as corn and cob meal, 7.11 pounds of digestible dry matter was added to the 61.84 pounds digestible from the kernels. This is equivalent to saving 10.31 per cent. of the digestible food in 100 pounds of ear corn. Or, calculated on shelled corn, it adds 9.84 pounds of digestible food in the cobs to the 75.85 pounds in 100 pounds of corn meal. This is an addition of 12.96 per cent. to the digestible dry matter in the corn meal." Who would not try to save 10 per cent. of the corn crop as it is cured in the ear, or add one-eighth to the value of the shelled corn meal? This is what these figures mean to make the corn crop go 13 per cent. further than if shelled and fed as meal, and throwing away the cobs.

The Maine Experiment Station has also shown that nearly 5 pounds more of the corn in a bushel is saved by feeding meal than by feeding whole corn. That is about one-eleventh, or about enough to pay for grinding. It should cost no more to grind cobs with corn than for corn alone, and even less to shell and grind. Then the gain from cobs would be net, and the percentage shown by this digestion experiment would prove a handsome profit for the trouble.

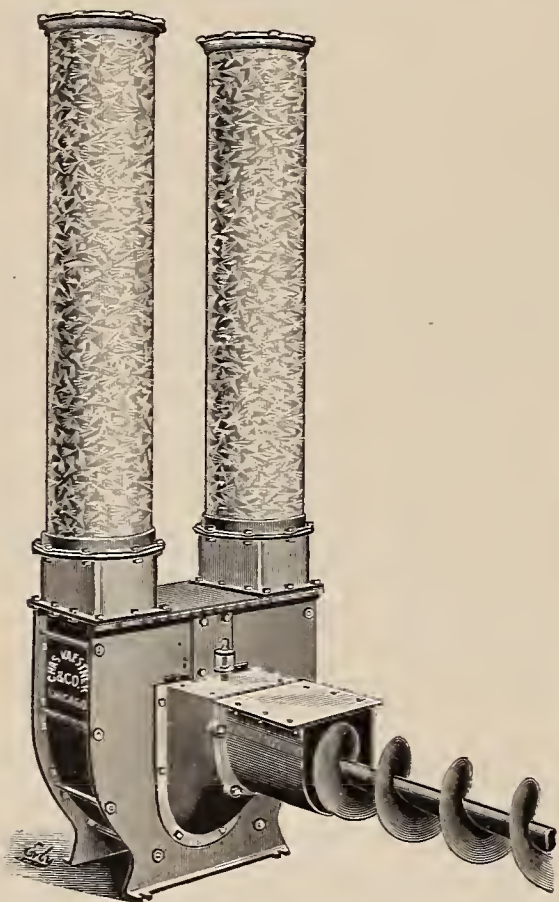
THE GROWING USE OF GAS ENGINES.

Gas and oil engines find a constantly widening field of usefulness. Among the latest applications are those to mine hoisting and mine haulage, and for both services designs have been put on the market which will probably help a good deal toward still further popularizing engines of this class. For hoisting work particularly, and especially in the case of small mines where the hand windlass or the horse power machines will no longer give satisfaction, the gas or oil motor offers a number of advantages worth considering, among them the stereotyped, but none the less important, one of fuel convenience. The water supply question, also, is easily disposed of, since the same water—and a small quantity, too—can be satisfactorily used over

and over again to cool the engine, while its quality needs no consideration so long as it will not badly corrode the iron. With the scarcity of even fairly good water, that is experienced in many mine localities, this feature of the gas or oil engine outfit will be specially appreciated.

A FIREPROOF ELEVATOR.

All experienced elevator men know of the fire hazard of the elevator head, leg and boot, and generally watch each elevator closely to guard against its being thrown out of true by the settling of the building. The settling of the building after it is loaded with grain often necessitates the resetting of the boot and head bearings and the readjustment of the belt. Many fires have been started by the cups rubbing against the leg or head, and by the journal or pulley rubbing against the head casing. Fires have also been caused by the choking of the



A FIREPROOF ELEVATOR LEG AND BOOT.

said service which are now or may be hereafter created by law or otherwise.

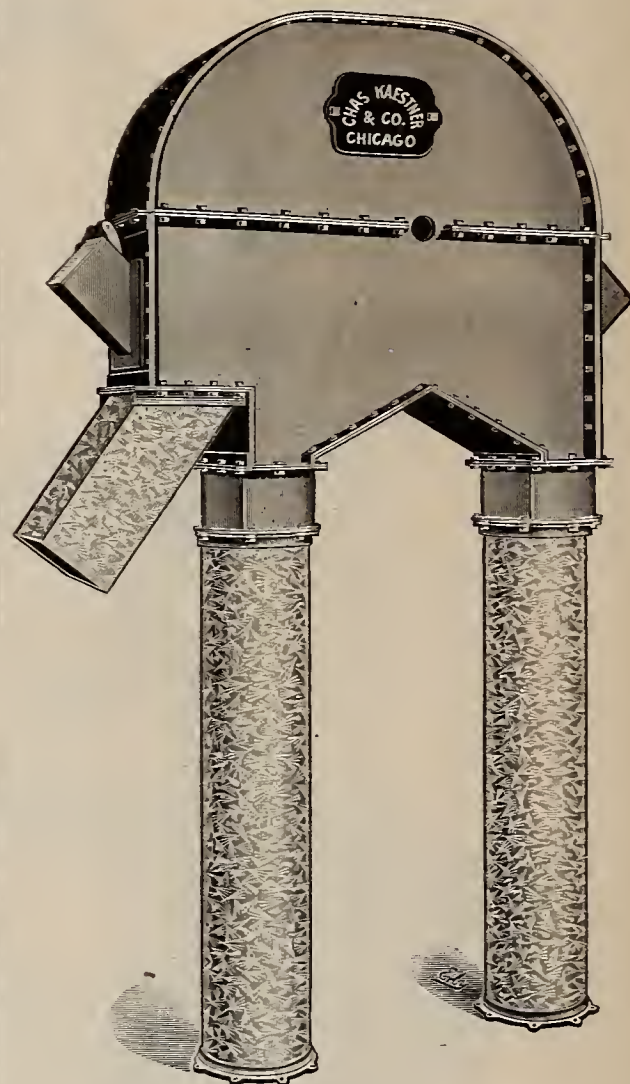
Sec. 2. For the purpose of regulating and improving said service, the said commission shall, on or before the first day of July of each year prepare suitable rules and regulations, not contrary to any existing laws of the state, to govern admission into the service or promotions therein or removals therefrom, which rules and regulations or any subsequent changes or modifications thereof shall receive the sanction and approval of the Governor before they shall become of force and effect.

Sec. 3. Said rules and regulations, among other things, shall provide and declare, as nearly as the conditions of good administration will warrant, as follows:

First—That no applicant for admission into the department or for promotion therein shall be appointed until such applicant shall have passed a satisfactory examination as to his fitness or eligibility for such promotion or position under such tests and rules as the said commission may prescribe, which examination shall be practical in its character and so far as may be shall relate to those matters which will fairly test the capacity and fitness of the persons examined to discharge the duties of the position to which they seek to be appointed or promoted.

Second—That there shall be a period of probation before any absolute appointment or promotion is determined.

Third—That no sectarian, political or partisan test



A FIREPROOF ELEVATOR LEG AND HEAD.

elevator so as to cause the belt to slip on the head pulley. Were the causes of all elevator fires known, no doubt more would be credited to the head, leg and boot than to anything else.

Several attempts have been made to minimize the fire hazard of the elevators, and the latest product in this line is the all iron and steel fireproof elevator of Chas. Kaestner & Co. The head is made of cast-iron, and dustless. It is so arranged that it can be taken apart easily. If desired a dust pipe is attached to head, and the dust-laden air exhausted to a dust collector or out of doors.

The elevator leg is round and made of any desired weight of galvanized or black steel. The ten-foot sections have male and female couplings, so can be erected by any millwright. The boot is made of extra heavy cast-iron with an adjustable pulley. It can be fed by a screw conveyor through side or spouted into the end.

The makers have used these elevators in a number of large breweries they have erected, and found them to be satisfactory in every way; even the insurance inspectors have approved of their use. The elevators are made of any desired capacity. The same firm makes an all iron and steel conveyor box to assist the builder in further minimizing the fire hazard.

Join the Grain Dealers' National Association and help to secure a few of the many reforms needed.

NEW USES OF CORN FODDER.

BY PROF. W. G. JOHNSON, COLLEGE PARK, MD.

It has been known for time immemorial that the pith of the corn stalk was capable of absorbing large quantities of water, and many attempts have been made to use it in the arts for various purposes. Not until comparatively recent times has there been any use made of this heretofore waste product. By recent experiments it has been shown that the pith of the cornstalk can be used in the construction of war vessels to a very great advantage. It is used chiefly for packing between the inner and outer shells. When pierced by any projectile it absorbs water and swells with such rapidity the hole is closed before the water can enter the vessel.

The experiments conducted by the United States government naval department along this line have been so satisfactory it has been adopted and specified that all new war vessels must be inlaid with corn pith under great pressure. The pith is extracted by a patent process, and the residue, that is, the husk, blades, and outer part of the stalk, is ground up and sold for various purposes.

To meet the demand for the pith, the company controlling the patents have operated one large plant, the first of the kind, in Kentucky, the past year. Three others are now in the course of construction; one in Indiana, and two in Illinois. The extensive use of corn pith means a ready market for a product heretofore almost entirely wasted in the great corn-growing belt of the United States. This means also an increased acreage of corn in certain localities and therefore a larger output of the grain itself.

Another fact which will be of general interest is that after the pith is extracted the residue makes a most excellent feed. Prof. H. J. Patterson chemist of the Maryland Agricultural Experiment Station, has just issued a bulletin upon the results of an investigation conducted to determine the value of the new corn product as stock food. As this is the first publication of the kind upon this subject ever issued, I will quote the more important parts.

"Field cured corn fodder," says Professor Patterson "after having the ear removed, contains about one pound of pith to every fourteen or fifteen pounds of blades, husk and stalk.

"In the process of the extraction of the pith the blades and husk are first removed and the stalks are cut in small pieces. After the extraction of the pith from the stalk the balance is ground up into meal, which in general appearance resembles coarse bran, dried malt sprouts, or brewer's grain. This ground material is termed the 'new corn product,' and is the material which has formed the basis for the investigation.

"The experiments conducted in this connection with the investigation of the value of the new corn product were of two general kinds: Digestion experiments, and the determination of the quantity and quality of the product as resulting from different kinds of feeding. These experiments consisted in a comparison of the new corn product with corn fodder when prepared and fed in the most approved manner, and also comparison of the results with compounding different rations from these feeds.

The following experiments were made by Prof. Patterson: Comparison of the digestibility of the new corn product with (1) shredded corn fodder, (2) corn fodder (pith and all) ground fine, (3) corn blades, (4) wheat bran, (5) equal parts of shredded corn fodder and wheat bran. Tests were also made in feeding the new corn product wet and steamed. Its fat producing qualities were also tested.

In conclusion, Prof. Patterson says:

"The results of all the tests made show the new corn product to be a valuable stock food. They show it to be richer in composition than the whole fodder, and the food compounds more digestible. The new corn product contained more pounds of digestible food per hundred pounds of the original feed than does whole fodder, corn blades or timothy hay.

"Rations compounded with the new corn product as a base are eaten well by cattle. These rations are more digestible than the same grains fed with

fodder blades, and will produce more grain in live weight per hundred pounds of food fed than the fodder blades ration. Such rations are more easily fed, and there is less waste than in feeding in the ordinary manner.

"This new corn product is in such a shape that it can be easily and uniformly mixed with any kind of ground grain, or any of the by-product cattle foods so common on the market. By the use of this corn product as a base it is possible to mix a complete and normal ration for stock in one bulk, and which can be fed at one feeding, so obviating the necessity of feeding grain and hay separately. This is a thing that has not been possible heretofore with any class of food products on our markets in the shape in which they existed. Rations mixed in this manner are as staple and possess as great keeping qualities as cottonseed meal or wheat bran. Animals fed upon such rations ate them with relish, and kept in normal condition at all times. Cows and steers would lie down and chew their cud as naturally as when fed hay or in pasture."

NEW CHIEF GRAIN INSPECTOR AT CHICAGO.

Illinois' new governor has appointed a new Board of Railroad and Warehouse Commissioners, and a new Chief Grain Inspector for Chicago. The new inspector, Edward J. Noble, whose portrait is given herewith, was born in Pennsylvania about forty years ago, and spent the early part of his life near



E. J. NOBLE, CHIEF GRAIN INSPECTOR AT CHICAGO.

Pittsburg. For a time he was in business at Allegheny City. He has been a resident of Chicago for nearly twenty-one years.

During the first ten years of his residence in Illinois, he was on the Board of Trade, and is well known to the older members. On the Board he was connected with one of the old firms for a time, and then started in business for himself, the style of the firm being E. J. Noble & Co.

For the last ten years Mr. Noble has been engaged in the manufacture of boilers and steam fittings. He represented the Thirty-first Ward in the City Council for six years, and was always recognized as a leader in the fight for clean, honest government. A hard and active worker, he defeated many measures in the Council that were antagonistic to the interests of the people, and pushed through many reform measures. He left the Council not only with a clean record, but with much beneficial legislation to his credit, and would have been returned by the voters of his ward, had he not refused to become a candidate.

He may be a politician, as charged, but, admitting this, it cannot be said that he has ever permitted his political alliances to interfere with his duty in office. By duty is not meant duty as generally followed by politicians—that is duty to heelers only, but duty to the people. That he will conduct the affairs of the office in a business-like manner is certain. During his second day in office he discharged 39 unneeded employees, who had been put on the payrolls when the election was decided against the party in power, and the monthly expense, which had been increased to nearly double the amount of any month preceding that time, has been reduced to the normal amount. No doubt the department will be managed economically, and with justice and fairness to all interests.

UNIFORM STANDARD FOR GRAIN.

There seems to be considerable misunderstanding regarding Senate Bill 353, which provides for fixing a uniform standard of classification and grading of grain. The Minnesota Legislature has adopted resolutions denouncing the bill, because it provides for the creation of a system of national grain inspection under the control of the Secretary of Agriculture, and because a system of grain inspection so far removed in its operations from the grain producing states would be impracticable and useless in its failure to properly classify the many varieties of grain of varying quality produced in the different states.

The bill referred to does not provide for the inspection of grain by anyone. It is entitled a bill to provide for fixing a uniform standard of classification and grading of wheat, corn, oats, barley and rye, and for other purposes. It is as follows:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of Agriculture be, and he is hereby, authorized and required, as soon as may be after the enactment hereof, to determine and fix, according to such standard as he may prescribe, such classification and grading of wheat, corn, rye, oats and barley as in his judgment the usages of trade warrant and permit, having reference to the standard, classification, and grades now recognized by the several chambers of commerce and boards of trade of the United States. Provided, however, that reference to such various classifications and grades shall serve only as a guide and suggestion in the matter of determining and fixing by the Secretary, the United States standard herein provided for; but he shall not be controlled thereby, but shall determine and fix such standard and such classifications and grades as will, in his judgment, best subserve the interest of the public in the conduct of interstate trade and commerce in grain.

"Section 2. That when such standard is fixed and the classification and grades determined upon, the same shall be made matter of permanent record in the Agricultural Department, and public notice thereof shall be given in such manner as the Secretary shall direct, and thereafter such classifications and grades shall be known as the United States standard. All persons interested shall have access to said record at such convenient times and under such reasonable regulations as the Secretary may prescribe; and on payment of such proper charge as the Secretary may fix a certified copy of the classification and grades shall be supplied to those who may apply for the same.

"Sec. 3. That from and after thirty days after such classifications and grades have been determined upon and fixed, and duly placed on record as herein provided, such classification and grading shall be taken and held to be the standard in all interstate trade and commerce in grain, in all cases when no other standard is agreed upon; provided, however, that in interstate trade or commerce in grain, if the consignor thereof, or his authorized agent, shall so direct, public inspection, classification, or grading shall not be required nor made when said grain is consigned to the owner thereof or to his authorized agent, or to a mill or private storehouse; or to a public warehouse for deposit in a special bin; or, the purchaser consenting, to a purchaser thereof; or, if consigned to a market where the usages of trade recognize sales of grain by sample, when the consignor shall direct its sale by sample."

If anyone has discovered any possible benefit or harm that will result from the enactment of this bill into law, they should send an explanation and diagram of it to Senator Sherman. We would also be pleased to receive a copy.

The commission man cutting commissions or covering legitimate charges, as established by the rules of the Exchange of which he is a member, is not always to be trusted. If he is unfaithful to his fellow merchant it naturally follows that he will be unfaithful to his shipper when chance favors.

ILLINOIS GRAIN DEALERS WILL MEET.

The Illinois Grain Dealers' Association will hold a meeting at Decatur, Ill., Wednesday, March 17, 1897. The following subjects have been assigned to members, and an interesting program is being prepared:

Harmony and Peace Among Ourselves, Theo. P. Baxter, Taylorville, Ill.

Every Regular Dealer Should Become a Member of the Illinois Grain Dealers' Association, H. C. Mowry, Forsythe, Ill.

Reasons Why We Should Stand Up for the Rights of Our Fellow Grain Dealers, Harry Knight, Monticello, Ill.

Grain Men as a Class Are Often Unsuccessful: Some Reasons, E. S. Greenleaf, Jacksonville, Ill.

All Commission Houses and Brokers Should Have Correct Lists of all Regular Elevator Firms in Good Standing; the Benefits, Robt. I. Huut, Decatur.

The Reasons Why Farmers Cannot Ship Their Own Grain Without Almost Invariably Losing Money, F. P. Rush, Indianapolis, Ind.

B. S. TYLER, Secretary.

LONDON'S GRAIN TRADE.

We take the following interesting historical sketch of the practices in the grain market of the world's metropolis from a British contemporary:

Three or four hundred years ago, when the population of London was a mere fraction of what it is now, the supply of corn was drawn exclusively from the home counties of Kent, Essex and Sussex. About that period a proclamation was issued prohibiting corn dealers from keeping more than ten quarters in stock at one time; and the substance of this decree was afterward embodied in a statute which enacted that no person should buy corn for the purpose of reselling it. The laudable object which these ancient governors were evidently striving after was the lowering of the price of the commodity to the consumer by getting rid of what is now commonly known as the "middleman."

The Corporation of London and the City Livery Companies, about the middle of the fifteenth century, seemed to hold somewhat advanced views on this matter, which ought to commend themselves to the most ardent advocates of socialistic doctrines at the present day. In order to guard against scarcity, the "city fathers," like Joseph of old, were in the habit of keeping a store of corn; and there is an authentic record of the fact that Sir Stephen Browne, Lord Mayor of London, in 1438, established a public granary. In later years similar institutions sprang up, the main purpose of which was to supply grain to the poor at cheap rates when the market price was high. About the year 1520 the city was regularly provisioned with corn by the Corporation and Livery Companies. A large store was kept at the Bridgehouse, and after a time each of the twelve great companies determined to buy their own grain and store it there, selling it to the public as required. These old public granaries were destroyed in the great fire; and as it was found by this time that the corporate method of dealing in corn was not so effectual as the operations of private trade, the system gradually died out.

The grain was formerly landed at Queenhithe and Pilligsgate, where it was meted, or measured, and then conveyed on the backs of horses to various parts of London. As the name implies, Cornhill was then the center of the trade; but there was another corn market at the west end of Cheapside, where, no doubt, grain of a cheaper and inferior description was bought and sold. At the beginning of last century the corn market was removed to Bear Quay in Thames street, and there were flour and meal markets at Queenhithe, and near Holborn bridge.

It was about this period that the commercial system of factorage was first applied to the corn trade, and the change was brought about in a very simple way. A number of Essex farmers were in the habit of frequenting an inn at Whitechapel, and leaving samples of grain for the landlord to sell on commission, so as to avoid the necessity of the farmers attending the next market. This practice gradually

developed, until a few enterprising individuals fairly established themselves as corn factors or agents for different farmers; and their numbers increased so rapidly that a corn exchange was built for their accommodation in Mark Lane in 1747.

Since then Mark Lane has continued to be the center of the London corn trade, which has grown to such enormous dimensions that two spacious buildings are barely adequate to accommodate the thousands of merchants who transact business there. In 1828 the original corn exchange was replaced by a much larger building, and so great has been the extension of commerce that it was found necessary about twelve years ago to erect a second Exchange adjoining the other. It is a spacious and handsome structure, fitted up with over 100 stalls, everyone of which is occupied by a factor or merchant. Monday, Wednesday, and Friday are the market days; and on Monday, when the principal business is done, there is frequently an attendance of 7,000 or 8,000 people in the new Exchange, and perhaps half as many in the old building. The factors show their samples in small bags or wooden bowls, and thousands of quarters of all sorts of grain exchange hands in the course of a couple of hours. The Kentish and Essex dealers enjoy certain

dues received by the corporation into one fixed duty, chargeable by weight on all grain imported into London for sale. This new duty is at the rate of three-sixteenths of a penny per hundredweight. The duration of the act was limited to 30 years, and the fund thereby created was to be applied by the corporation to the preservation of open spaces in the metropolis. When the act expires five years hence, there is not the slightest chance of its being renewed. The corporation derives between £17,000 and £18,000 a year from this tax, and that revenue would be a good deal larger were it not that the terms of the act afford room for evading the charge.

All grain coming into the port of London for sale or profit is liable to the duty; but supposing a London miller buys a cargo of wheat before it arrives in the Thames, it would be exempt from the tax. In this way the city purse is deprived of thousands of pounds in the course of the year, for evasion of the grain duty is extensively practiced by millers and others. On a cargo of 10,000 quarters of wheat the duty would amount to about £32. Traders who have to pay this heavy charge naturally enough regard it as unwarrantable restriction on the freedom of commerce, but to the citizens of London it has not proved an unmitigated evil, seeing that



THE TERMINAL ELEVATOR COMPANY'S PLANT AT MOBILE.

transact their sales for ready money, nearly all the other dealers have to be content with bills at one or two months.

The Corn Exchanges are not open markets like the Coal Exchange, where anyone is legally entitled to transact business without being charged a brass farthing. The two buildings in Mark Lane, dedicated to Ceres, belong to separate companies, and are maintained by the subscriptions of the members. None but the lessees of stands or shops in the markets are, therefore, permitted to sell corn unless they are prepared to pay a subscription of five guineas before entering the building.

In former days, under the paternal government of the old corporation of London, every ship with a cargo of corn that arrived in the Thames, whether British or foreign ports, was subject to numerous dues and corporate charges. There were water bailage dues, groundage dues, Lord Mayor's dues, "cocket" dues, and other charges. By prescription and charter, the corporation claimed the right to measure all grain that was brought into the port of London, and to "receive for their own use the wages, rewards, fees, and profits arising from the office of measurer." The measuring was done by a small army of sworn meters appointed by the corporation. For many years the city derived very large revenue from the compulsory metage dues on grain; but in 1872 an act was passed abolishing this compulsory metage, and commuting the various metage privileges of long standing. While they generally

Epping, Forest, Burnham Beeches, and other open spaces in the metropolis have been acquired by the corporation, partly with the revenue derived from the grain duty. A drawback of the amount of the tax is allowed on all grain reexported from the port of London before it is unloaded or the bulk broken. The corporation is still empowered to measure or weigh corn and other goods brought into the port of London out to make such charges as it may think fit for these services; but the weighing or measuring is a purely voluntary matter so far as the merchants are concerned. The city authorities employ a staff of twenty meters, whose duties are almost entirely confined to the measuring of malt, for which a charge of 5s. per 100 quarters is made. The merchants nowadays prefer to have their grain weighed instead of measured, and the work is mostly done in the docks, which are in the hands of private companies.

The corporation makes a charge of 1d. per quarter for weighing or measuring corn. The grain duty must be paid within 7 days of the delivery of the cargo, and the person making the payment must deliver to the receiver a statement in writing containing the name of the vessel, the date of her arrival, and the amount and nature of the grain imported. The system that used to be followed in measuring grain was this. At the appointed time and place a sworn meter, accompanied by seven or eight porters boarded the ship. When the corn was in loose bulk two of the porters ladled it into the

measure with concave wooden shovels, and then emptied the contents into a sack held by a third porter. When full, the sack was hoisted upon deck and shot over the ship's side into a lighter. On reaching the granary, the corn was again measured, and then carried in sacks to the floor, where it was shot loose. When sold, the grain was measured a third time before it was removed from the granary, and the buyer had to provide his own sacks. A meter and his gang of porters could measure from 400 quarters to 800 quarters in a day, according to circumstances. All these elaborate operations were done away with many years ago, and the grain that now comes into the port of London is only subjected to a single process of weighing or measuring.

THE TERMINAL ELEVATOR COMPANY'S PLANT AT MOBILE.

After several years' persistent work another gulf port has secured a storage elevator, and is seeking to divert a portion of the export grain trade via its doors. Mobile has a deep water harbor, and can accommodate the largest vessels. It is the termi-

feet. There are located three Monitor Cleaners and one clipper. The dust and refuse from the clippers and cleaners are blown to two dust collectors over the boiler room and dropped into the furnace.

On the spout floor are three revolving distributing spouts, with casters on bottom, to facilitate their being moved. Each of these spouts to a ring of spouts, one of which connects with a shipping spout. On the next floor above are three hopper scales of 1,200 bushels' capacity. On the next floor are three 1,400-bushel garners. On the top floor are the elevator heads, and the spouts to garners.

The house is equipped with gongs, speaking tubes, and book chutes and lighted with incandescent electric lights. Power is transmitted by means of Dodge Patent System of rope transmission. The stairway is built up in the cleaning department end of the house. Two tanks of 5,000 gallons' capacity and a fire pump 14x7x12 supply water to the stand pipe for fire protection. Hose reels and 50 feet of hose are attached to the pipe on each floor.

On the side of the house next to the river conveyor are the shipping bins. There are three loading spouts so that grain can be spouted direct from the scales to cars. Car spouts are provided on the first floor

year lost not less than half a million dollars from oat smut alone.

Grain dealers would profit by encouraging the farmers to treat their seed and thus prevent the production of smut.

THE METRIC SYSTEM.

Among the topics discussed before the mathematical section of the British Association for the Advancement of Science was one that had a special interest to a large number of people besides the scientific class strictly so called. A discussion of the metric system was begun by a paper on metric measures and the old system, which was prepared by Mr. Frederick Toms of London. He took the ground that the metric system of weights and measures would doubtless be legalized in Great Britain before long, but that, admirable as this system was for scientific purposes and large commercial transactions, the decimal divisions were not well adapted to the small dealings which prevailed among the less educated portion of the community, who formed the great mass of the British nation. In legalizing the new code, however, there was no



THE TERMINAL ELEVATOR COMPANY'S PLANT, RIVER CONVEYOR AND GRAIN STEAMERS AT MOBILE.

nal of a trans-Atlantic line of steamers, a South American line, and several coast lines. Several railroads terminate there also, so the city does not lack for transportation facilities.

The elevator, which was designed and erected under the personal supervision of E. Lee Heidenreich of the Heidenreich Construction Co., has a storage capacity of 250,000 bushels. It is located on the line of the M. & O. R. R. After excavating for the foundation, long leaf yellow pine piling was put in and topped with a grillage of 8x10 and 4x12 long leaf yellow pine. On top of the grillage is brick masonry, and the piers are capped with 16-inch capstones.

The elevator is 56x104 and 125 feet high, covered with a tin roof and corrugated iron siding. The 32 bins are 64 feet deep and constructed of 2x8 and 2x6 yellow pine. Some of the large bins are subdivided into smaller compartments. On the first floor are two receiving tracks running through the house. The cars are drawn into position by a heavy car puller, and their contents dumped into one of the three receiving sinks with the aid of Clark Power Shovels. The power shovels are double so they can be used for unloading cars on either track. The three elevator legs are fitted with 16x7-inch buckets on 18-inch five-ply rubber belts.

The cleaning floor, which is about half way between the first and the spouting floor, is located at the engine end of the house, and occupies a space 28x56

so that grain can be spouted from any bin to a car.

The river conveyor in the chute leads to the river's edge 600 feet away. It has a capacity of 10,000 bushels per hour. A track and tripper make it possible to discharge the grain at any point desired. All of the machinery was supplied by the Dodge Mfg. Co.

The engine house is built of brick 34x35 feet, and contains a 150-horse power Corliss Engine, two 60-inch by 16-foot boilers, dynamo and steam heater, a fire pump and feed water pump.

TREATMENT OF SEED OATS.

A bulletin from the Ohio Experiment Station reports results of a series of experiments made on the station farm at Wooster in 1895 in the treatment of oats for the prevention of smut, in which it was shown that from duplicate samples of seed taken from the same sack the untreated seed produced as high as 40 per cent. of smutted heads, while the treated seed produced a considerably larger crop, entirely free from smut. These experiments have been repeated with the same result in 1896, a year when the smut of oats has been exceptionally prevalent. It has also been demonstrated that, with a very slight modification, the same treatment will absolutely prevent the stinking smut of wheat. From the reports which have come to the station it seems probable that the farmers of Ohio have this

need to sweep away the method now in force, as the two systems might be combined, and the retention of old forms would make the untaught population familiar with new principles. The English measures might be made to accord with the French by dividing the meter into eleven equal parts, and taking ten of those parts as the basis of the English yard. The divisions and multiples of the old system could be retained as heretofore, the only difference being that inches, feet, yards, furlongs, etc., would all be reduced by a small fraction (.006). This done, the meters would be exactly converted into yards when multiplied by 1.1, and yards would be converted into meters when divided by 1.1. At the same time the complications of the present English land measures would be simplified.

A somewhat similar course might be taken with weights and measures of capacity, old names being applied to new equivalents. If half a kilogram be taken as the new pound, and half a dekaliter as the new gallons, their divisions and multiples would follow the same course as that now in vogue, and retain the same nomenclature.

In experiments conducted at the Maryland Station the six varieties of wheat which gave the largest averages for the years 1893 and 1894 were Fultz, 44.4 bushels; Garfield, 43.3 bushels; Valley, 42.3 bushels; Wisconsin Triumph, 41.6 bushels; Badger, 41.6 bushels, and Currell's Prolific, 41.1 bushels per acre.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

CAPTURED INCENDIARIES.

Editor American Elevator and Grain Trade:—Our elevator at Williamsfield, Ill., was set on fire on the night of February 1 and destroyed. The loss is about \$2,000 above insurance. F. B. Nelson and Joe Shaffer are supposed to be the persons who set the elevator on fire. They have been arrested and are now awaiting trial. I inclose \$1 for the "American Elevator and Grain Trade" for one year.

Yours truly, C. C. DAVIS & CO.
Laura, Ill.

SHIPPING AT TACOMA.

Editor American Elevator and Grain Trade:—According to the report of the harbor master of the port of Tacoma, Wash., the ocean commerce of that port during January included the exportation of 286,582 bushels of wheat, valued at \$230,661; flour, 10,057 barrels, valued at \$42,169.50. Inward registered tonnage was 41,238, inward cargoes 6,935 tons; outward registered tonnage, 46,667; outward cargoes, 55,433 tons. Deep sea arrivals 29, departures 33.

SAMUEL COLLYER,
Secretary Chamber of Commerce.
Tacoma, Wash.

SHOULD BE INCLUDED IN THE VISIBLE SUPPLY STATEMENT.

Editor American Elevator and Grain Trade:—In looking over your statement of the visible supply of grain I notice that no record is made of the stock at this port; in fact, it never is. We had here on the date of your last statement of the visible supply 1,700,000 bushels of grain, mainly corn. It seems to me that as long as statements of this kind are published it would be a good idea to include what is in sight here, and have the showing more accurate.

Yours, J. G. WESTBROOK.
Ogdensburg, N. Y.

PURCHASED ELEVATOR.

Editor American Elevator and Grain Trade:—Having lately purchased the J. C. McCord elevator at this city, I am now doing a grain business in addition to my already established lumber, lime and coal trade. As I believe in keeping up with the procession I inclose \$1 for the "American Elevator and Grain Trade" for one year. The weather started out this year anything but good for the marketing of grain. Farmers sold reluctantly, and only when compelled to do so. But with the new freight rates and improvement in the weather corn is moving fast.

Yours respectfully, C. A. BURKS.
Bement, Ill.

FARMERS NOT SUCCESSFUL AS SHIPPERS.

Editor American Elevator and Grain Trade:—We send you herewith a couple of letters from our agents, which show the way grain shipped by farmers is selling.

Owen Hayes, of Dawson, Ill., writes under date of January 27: "H. H. Carr & Co. have had another man here to-day trying to get on the good side of the farmers again. There is a big kick against him here, on account of the way he has been treating them. One man told me to-day that by shipping his corn to Carr & Co. he got \$100 less than what I offered him here on track."

A. J. Duff of Buffalo, Ill., writes under date of January 14: "I have bought 7,500 bushels of corn from Dr. O'Conner. He shipped six cars of old yellow corn to Chicago himself: three cars sold for 18½ cents, two cars for 20½ cents, and one car for 22½ cents. This is what Dr. O'Conner told me himself. No doubt the reason why he sold the 7,500 bushels to me afterward was because I paid him more than he could get by shipping it himself; and 2,000 bushels of what I bought was in the ear, as it would not pay for shelling. Dr. O'Conner says he refused 18 cents on track at Buffalo [Illinois] for the lot of old corn he shipped. On the corn he

shipped to Chicago he had to pay a local rate of 8 cents, or, if through billed, 4 cents per hundred-weight. We bought the 7,500 bushels at 15½ cents."

Yours truly, E. R. ULRICH & SON.
Springfield, Ill.

WILL BUILD AT KINGSTON.

Editor American Elevator and Grain Trade:—At the meeting of the City Council here February 1 it was unanimously agreed that the offer of Edwin Mooers of Duluth, Minn., regarding the building of a 500,000-bushel elevator, be accepted, subject to a vote of the people. We think this will be carried, and when it is we will be ready to proceed with the formation of a company to build. Mr. Edwin Mooers is a member of our firm, and is also a member of the Duluth Board of Trade.

Yours truly, H. MOOERS & CO.
Kingston, Ont.

WILL SOON HAVE STRONG ORGANIZATION.

Editor American Elevator and Grain Trade:—The new Kansas association, the Grain Dealers' Association of Northeastern Kansas, held a meeting at Atchison on January 20. We had a very good meeting, and we hope soon to have most of the dealers in the state in with us. I got the idea of organizing from the "American Elevator and Grain Trade," and started the ball rolling. I feel that we are going to have an organization that will greatly benefit us. Please send me the "American Elevator and Grain Trade" for one year.

Respectfully yours, N. B. HEATT.
Willis, Kan.

THE BIGGEST STEAL.

Editor American Elevator and Grain Trade:—I send you a clipping which gives a communication recently addressed to the Legislature of Kansas. It urges that yardage charges at the Kansas City stock yards be reduced at least one-half; that the stock raisers of Kansas should be relieved from the excessive rates charged by the stock yards company. According to this communication, which is from a committee that went into the matter, this is one of the biggest organized steals in the country. As the "American Elevator and Grain Trade" stands for equity and justice I hope you will investigate the Chicago yards and show this up in its true light.

Truly yours, M. F. SEELEY.
Marysville, Kan.

AMENDING IOWA'S LANDLORD LIEN LAW.

Editor American Elevator and Grain Trade:—I have been working night and day with the Legislature to get it to modify the landlord's lien law, requiring the landlord to record his lien before it can be enforced against an innocent purchaser. I thought the grain dealers were winning their case, but the opposition succeeded in railroadng it through the House. We still have the Senate. The law, together with the modification the grain dealers are trying to have incorporated therein by the revision session of the Legislature, is as follows, the modification proposed being in quotations:

"McLain's Annotated." Sec. 3192-2017.

THE LANDLORD'S LIEN.

A landlord shall have a lien for his rent upon all crops grown upon the demised premises, and upon any other personal property of the tenant which has been used on the premises during the term, and not exempt from execution, for the period of one year, after a year's rent, or the rent for a shorter period claimed, falls due; but such lien shall not in any case continue more than six months after the expiration of the term. "This lien shall not be enforceable as against innocent purchasers without notice thereof, or else the same has been recorded in the public records of the county wherein the land is situated in the same manner as the conveyances of real estate."

This is not all that we would like to have had, but at this time we will be thankful to receive a little protection from the effects of this law. The chances are that we will be able to get this change made. Of course, it is impossible to tell at this time, as you cannot always count your chickens till they are hatched. There should also be a provision that the tenant should be liable, the same as under mortgaged property, in offering the same for sale unless he can show the written permission of the landlord to sell the crop. In this way we would

have the two clubs over them and would be able to protect ourselves.

Under this proposed provision of the law, it will be well for every dealer to have a list of the recorded liens, and to pay to any tenant who has a lien against him only with the written permission of the landlord. If he does otherwise then he is liable, and has no recourse. As the law stands now he has not even the protection of the law in any way, and the proposed change will be far better for him in the end. We have met with the support of the majority of the dealers of the state in this attempt. I hope that it will interest a good many dealers who have not given it any attention.

Yours truly, W. H. CHAMBERS.
Des Moines, Iowa.

MEETING OF KANSAS GRAIN DEALERS.

In accordance with notice published in the January number of the "American Elevator and Grain Trade," the Grain Dealers' Association of Northeastern Kansas met at Atchison, January 20, thirty-five being present.

After the reading of the minutes and roll call considerable time was taken up by different members giving their experience; in fact, the meeting resolved itself into an experience meeting. W. H. Chambers, secretary of the Grain Dealers' National Association, was present and addressed the meeting, showing the need of a National Association.

The constitution was so amended as to embrace the dealers of the entire state.

Article II, Section 2, of the constitution was amended so as to admit all regular grain dealers as active members instead of honorary members.

A Transportation Committee, consisting of the following gentlemen, was appointed: J. W. Thomas, Home; A. J. Denton, Centralia; G. W. Cole, Horton; W. O. Sturgeon, Valley Falls, and M. H. Roller, Circleville.

Several plans were proposed by different members of the Association, to put a stop to short weights and unjust grading, but action was deferred until the next meeting, which will be held at Topeka, Wednesday, March 17, at 2:30 p. m.

Harris & Co. of Omaha, Neb., who have seventeen elevators in Kansas, were admitted to membership.

Among those present at the meeting were the following: N. B. Heatt, Willis; Arrington Elevator Co., Arrington; L. Cortelyou, Muscotah; Geo. W. Cole, Horton; Valley Falls Grain Co., Valley Falls; Brunsing Elevator Co., Smimmerfield; J. E. Wilcox, Bancroft; Blue Rapids Grain Co., Blue Rapids; A. J. Denton, Centralia; W. H. Korn, Soldier; M. H. Rabler, Circleville; M. W. Lewis, Grain Field; M. Worthy, Wetmore; M. G. Heald, Lancaster; W. H. Jones, Oskaloosa; J. H. Kinnear, Powhattan; A. D. Crooks, Vermillion; Nash & Kanll, Glen Elder; S. R. Washer, Atchison; Greenleaf & Baker, Atchison; S. L. Carpenter, Severance; U. H. Fluke, Whiting; John Roach, Severance; J. Jenson, Leona; A. B. Sharpless, Monrovia; Horemam Bros., Netawaka; Hedge & Bram, Whiting; A. P. Reardon & Co., McLouth; J. R. Glen, Robinson; A. B. Smith, Robinson; R. B. Gibbs, Morrill; S. C. Smith, Centralia; Bailey & Connett, Baileyville.

E. J. SMILEY, Secy.

Dunavant, Kan.

Misleading advice as to grades will destroy the middleman's confidence in his shipper about as quick as anything else, especially when a sight draft is attached to advised No. 1, and No. 2, or worse, shipped.

In 1891 Brown Bros. failed while operating the Union Elevator at Council Bluffs, Iowa. The Kearney Milling & Elevator Co. and the Elm Creek Elevator Co. had consigned grain to Brown Bros. at the time of the failure, and replevined it in the railway yards. But the Citizens' State Bank claimed Brown Bros. had assigned the bills of lading to it to secure indebtedness, and the suit which followed was decided in favor of the bank. Now, the Kearney and Elm Creek companies have brought suit to recover the sums paid to the bank by the signer of the replevin bonds.

PROPOSED INSPECTION LAW FOR KANSAS.

Mr. Stouer has introduced in the lower house of the Kansas Legislature a bill entitled "an act to establish a department for the inspection, weighing and appointment of chief inspector, assistant inspectors and weighmasters of grain in the state of Kansas." It is House Bill No. 294. The Committee on Agriculture to which it was referred has reported it back to the House with the recommendation that it be passed. It is as follows:

Be it enacted by the Legislature of the State of Kansas:

Section 1. That a department of record for the inspection and weighing of grain is hereby established, to be called the State Grain Inspection Department. Said department shall have full charge of the inspection and weighing of grain in the state at all railroad terminals, public warehouses or other points within the state, wherever state grain inspection and weighing may hereafter be established, at the discretion of the chief inspector.

Sec. 2. It shall be the duty of the governor to appoint a suitable person to be confirmed by the Senate, who shall be known as the chief inspector of grain for the state of Kansas, whose term of service as such shall continue for two years from date of his appointment, unless removed for cause. Said chief inspector shall not directly or indirectly be interested in buying or selling grain, either on his own account, or for others, nor shall he be directly or indirectly interested in handling or storing grain, as a public warehouseman or on private account, during his term of office.

Sec. 3. It shall be the duty of the chief inspector to have a general supervision of the inspection and weighing of grain as required by this act or laws of the state; to supervise the handling, inspecting, weighing and storage of grain, to establish necessary rules and regulations for the weighing, grading and inspection of grain as have not otherwise been herein provided for, and for the management of the public warehouses of the state, as such rules and regulations may be necessary to enforce the provisions of this act, or any law of this state in regard to the same; to keep proper records of all the inspecting and weighing done, for which purpose he shall have power to employ the necessary office force and procure the necessary books, blanks and other material needed in order to keep perfect and proper records. He shall investigate all complaints of fraud or oppression in the grain trade, and correct the same, so far as it may be in his power. Provided, that nothing in this section shall be construed as delegating any power or authority to said chief inspector inconsistent or in conflict with the powers and authority delegated to other persons by the provisions of this act.

Sec. 4. The chief inspector shall, upon entering upon the duties of his office, be required to take an oath that he will faithfully and strictly discharge the duties of his said office of inspector according to law and the rules and regulations prescribing his duties. He shall execute a bond to the people of the state of Kansas in the penal sum of \$10,000, with sureties to be approved in the same manner as bonds of other appointed officers; conditioned, that he will pay all damages to any person who may be injured by reason of his neglect, refusal or failure to comply with the law, rules and regulations of this act.

Sec. 5. The said chief inspector shall be authorized to recommend to the governor such suitable persons in sufficient number as may be qualified for assistant inspectors, or weighmasters, to be acting inspectors or weighmasters in the absence of the chief inspector, who shall not be interested in any public or private grain warehouse, or in the buying or selling of grain either directly or indirectly, and also such other employees as may be necessary to properly conduct the business of his office, and the governor shall be authorized to make such appointment, if found by him to be necessary.

Sec. 6. All assistant inspectors or weighmasters, appointed under this act, shall be under the supervision of the chief inspector, to whom they shall report in detail all service performed by them at

the close of each working day, and each assistant inspector or weighmaster shall take the same oath as the chief inspector, and execute a bond in the penal sum of \$5,000, with like conditions, and to be approved in like manner as provided for the bond of the chief inspector. Suit may be brought upon bonds of either the chief inspector or assistant inspectors in any court having jurisdiction thereof, in the county or city where the defendant resides, for the use of any person injured by the act of said chief inspector, or assistant inspectors.

Sec. 7. The chief inspector shall, before the first day of September of each year, establish a grade for all kinds of grain bought or handled in the state, which shall be known as "Kansas grades;" and to facilitate this object, he shall notify the boards of trade in the state organized for the purpose of trading in grain, so that they may send representatives to consult and counsel with the chief inspector in establishing the grades; and the grades so established, shall be published in three daily papers in the state each day for the period of one week.

Sec. 8. It shall be the duty of the chief inspector of grain to furnish any public elevator or warehouse in this state standard samples of the several grades as established by official inspection, when requested so to do by the proprietor, lessee or manager thereof, at the actual cost of such samples.

Sec. 9. The chief inspector shall adjust and fix the fees for inspecting and weighing grain from time to time, which charge shall be regulated in such manner as will in the judgment of the chief inspector produce sufficient revenue to meet the necessary expenses of the service and no more; with a view of making the department self sustaining; provided, however, that in no case shall the fees for inspecting grain exceed 25 cents per carload, and the fees for weighing shall not exceed 25 cents for each car of grain weighed. It is further provided, that in all cases, where samples of car lots of grain inspected, are demanded, the charge for each sample shall be 10 cents.

Sec. 10. The charge for inspection and weighing of grain shall be and constitute a lien on the grain so inspected or weighed, and whenever such grain is in transit the said charges shall be treated as advanced charges, to be paid for by the common carrier in whose possession the same is at the time of such inspection or weighing.

Sec. 11. The chief inspector of grain shall on the first business day of each month (or as soon thereafter as his report can be made up), submit to the auditor of state, a full report of the work done in his department for the preceding month, setting forth the number of cars inspected and weighed, amount of revenue collected, salaries paid, and other expenses incurred in the legitimate work of the state inspection department. He shall cover all moneys collected for the inspection, weighing and sampling of grain into the treasury of the state of Kansas, and all employees of the state inspection department shall receive their pay in vouchers on the state treasurer issued by the chief inspector.

Sec. 12. In every city, or at every railroad terminal in the state, where more than one assistant inspector is employed, the chief inspector shall designate one of the assistant inspectors to be known as first assistant inspector, whose duty it shall be to make and compile the reports of his respective jurisdiction, and who shall collect the reports of the other assistant inspectors and forward the same to the chief inspector. The chief inspector shall receive a salary of \$1,500 per year, and transportation expenses while traveling attending to official duties; the first assistant inspectors shall receive \$100 per month, and the assistant inspectors shall receive \$75 per month; and weighmasters, who are not inspectors, shall receive \$50 per month for their services.

Sec. 13. Any duly authorized chief inspector, or assistant inspector of grain under this act, who shall be guilty of neglect of duty, or who shall knowingly or carelessly inspect or grade any grain improperly, or who shall accept any money or other valuable consideration directly or indirectly for any neglect of duty as such chief inspector, or assistant inspector, shall be deemed guilty of a misdemeanor,

and on conviction shall be fined in a sum not less than \$500, nor more than \$1,000, or shall be imprisoned in the county jail not less than six, nor more than twelve months, or both such fine and imprisonment, in the discretion of the court.

Sec. 14. The inspection or grading of grain in this state, whether into or out of warehouses, elevators, or in cars, barges, wagons or sacks arriving at or shipped from points where state grain inspection is established; must be performed by such persons as may be duly appointed, sworn and have given bond under this act, and any person who shall assume to act as inspector or weigher of grain, who has not first been appointed and qualified in accordance with the provision of this act, shall be guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than \$100, nor more than \$500, or imprisonment in the county jail, for not less than three months, nor more than six months, or both such fine and imprisonment, at the discretion of the court, for every such offense so committed.

Sec. 15. The chief inspector of grain and assistant inspectors and weighmasters shall have exclusive control of the weighing and inspecting of grain in all public warehouses, and all places where grain is weighed or inspected under this act, for the purpose of inspection, or scales, and the action and certificates of such inspectors and weighmasters shall be conclusive upon all parties interested.

Sec. 16. Any person, or any representative of a firm, trust, corporation or association, who shall bribe, or offer to bribe, any of the officers created under this act, shall be deemed guilty of misdemeanor, and be prosecuted under the laws of this state, relating to bribing or attempt to bribe public officers.

Sec. 17. The decision of any of the assistant inspectors as to the grade of grain shall be final and binding on all parties unless an appeal is taken from such decision as hereinafter provided.

Sec. 18. In case any owner, consignee or shipper of grain or any warehouse manager, shall be aggrieved by the decision of any assistant inspector, an appeal may be taken to a standing committee of three, which the chief inspector shall appoint at every point where state inspection may be established. Said committee shall consist of experienced grain men, and their decision shall be final in the controversy; provided, that the party appealing shall pay said committee a sum not to exceed \$5 per case before said appeal shall be entertained, and in case said appeal is not sustained the said \$5 so deposited shall be full compensation for such arbitration. Otherwise said arbitration shall receive \$5 in full for their services from the state inspection department.

Sec. 19. Nothing in this act shall be construed so as to prevent any person from selling grain by sample regardless of grade; but the provisions of this act shall not change the liabilities of the warehouseman on grain now in store, nor the inspection thereof, but said inspection shall be had under the same system under which it was received into store.

Sec. 20. The Attorney General of the state of Kansas shall be ex-officio attorney for the chief inspector, and shall give him such counsel and advice as he may from time to time require, and said Attorney General shall institute and prosecute all suits which said chief inspector may deem expedient and proper to institute; and he shall render to said chief inspector all counsel, advice and assistance necessary to carry out the provisions of this act according to the true meaning and intent thereof. In all criminal prosecutions against a warehouseman for a violation of any of the provisions of this act, it shall be the duty of the county attorney of the county in which such prosecution is brought to prosecute the same to a final issue.

Sec. 21. Be it further enacted that sections 16 to 32 (both inclusive), and sections 35 to 42 (both inclusive), of chapter 248 of the session laws of 1891, and all acts and parts of acts, and all laws inconsistent with the provisions of this act are hereby repealed.

Sec. 22. This act shall be in force from and after its publication in the official state paper.



A brewery is to be built at Mt. Carmel, Pa.

A new brewery may be established at Belvidere, Ill.

Martin Bruggeman, brewer of St. Paul, Minn., died recently.

R. E. A. Mueller is thinking of starting a brewery at Kaslo, B. C.

An addition is to be erected to T. R. Helb's brewery at York, Pa.

Bowler Bros. expect to erect an addition to their brewery at Worcester, Mass.

Albert Loebke intends to erect additions to his brewery at Conshohocken, Pa.

The New Haven Brewing Co. is going to build a new brewery at New Haven, Conn.

James Lyon, of the firm of Lyon & Mott, maltsters of Oswego, N. Y., died January 17.

Isadore Newman of New Orleans may improve and operate the brewery at Birmingham, Ala.

The Pioneer Brewing Co. has been incorporated at Dayton, Ohio, with a capital stock of \$50,000.

It is reported from Cincinnati, Ohio, that a London syndicate has secured options on 16 breweries.

Additions and improvements will be made to the Rudolph Gorkow brewing plant at Spokane, Wash.

E. F. Burke is reported to be organizing a company to establish a large brewery at Springfield, Mo.

The O. Vandycke Brewing Co. is going to have an addition erected to its brewing plant at Green Bay, Wis.

The Neef Bros. Brewing Co. of Denver, Colo., will erect an addition to its brewery at a cost of \$20,000.

The Florida Brewing Co.'s new plant at Tampa, Fla., has been put in operation. It cost about \$100,000.

Paul Reising, founder of the Paul Reising Brewing Co., New Albany, Ind., died January 30, after a short illness.

The brewery of William Kearney's Sons at Syracuse, N. Y., was damaged by fire January 25 to the extent of \$25,000.

The Fitzgerald Bros. Brewing Co. of Troy, N. Y., has been incorporated to succeed Fitzgerald Bros. The capital stock is \$300,000.

The House committee which has the new tariff schedule under preparation has increased the duty on barley to 30 cents a bushel.

George Krumsick, vice-president of the Anheuser-Busch Brewing Association of St. Louis, Mo., died recently at the age of 62 years.

The improvements and alterations in the West End Brewing Co.'s plant at Utica, N. Y., have been completed at a cost of \$15,000.

The Star Brewery Co. has been incorporated at Vancouver, Wash., with a capital stock of \$100,000. Additions will be made to the company's plant.

The receiver of the Springfield Brewing Co. of Springfield, Mass., has been discharged, and the company will conduct the business as heretofore.

The Hansen Hop and Malt Co. is preparing to erect a malt house and warehouse to cost \$40,000 on South Bay Street, Milwaukee, Wis., next spring.

It is reported that the Santa Rosa Brewing and Cold Storage Co. has been incorporated at Santa Rosa, Cal., where a brewery and other buildings will be erected.

The Chattahoochee Brewery at Phenix City, Ala., which had been in the hands of receivers, has been closed on account of the receivers' inability to operate the plant at a profit.

The Macdonald Engineering Co. of Chicago has just completed plans and specifications for a grain elevator and cleaning house for Brand, Bullen & Gund, maltsters, to be erected at Thirteenth and Rockwell Streets, Chicago. There will be 300,000

bushels additional steel storage capacity erected in connection with this plant, under another contract.

S. K. Nester's malt house at Geneva, N. Y., was partially destroyed by fire January 16. The loss on the building was \$5,000, on the contents \$20,000; fully covered by insurance.

The M. Grola's Sons, brewers of New York City, have reorganized as a joint stock company with a capital stock of \$600,000, and will conduct business under the same firm name.

The Haehnle Brewing Co.'s malt house at Jackson, Mich., was unroofed in a wind storm January 16, damaging the building to the extent of \$1,000. The malt in the house was also damaged.

Ferdinand Munch, president of the Ferdinand Munch Brewing Co., Brooklyn, N. Y., died recently. He was 34 years old, and had been actively engaged in the brewing business for several years.

The amount of barley exported from the United States was, according to the reports of the Bureau of Statistics, 16,769,489 bushels, valued at \$6,594,193, in 1896, against 3,540,811 bushels, valued at \$1,485,038, in 1895.

The D. G. Yengling Brewing Company of New York has been placed in the hands of a receiver. There is a first mortgage on the property for \$300,000, and a second mortgage for \$1,000,000 to secure an issue of bonds.

The malt warehouse of Herman Goepfer & Co., at Vine and Second streets, Cincinnati, Ohio, was destroyed by fire January 28. Adjoining buildings were more or less damaged. The total loss is estimated at \$250,000.

The firm of Tillinghast & Co., maltsters of Albany, N. Y., which has been in the business since 1840, has been dissolved. Chas. B. Tillinghast continuing the business. F. Tillinghast, the other member of the firm, has retired.

The Van Vliet Malting Co. has been incorporated at New York City to carry on the business formerly conducted by F. G. & I. N. Van Vliet. F. G. Van Vliet is president of the company, which has a capital stock of \$250,000.

A tramp aged about 40 was smothered to death in a malt bin at Steven Kelley's malt house at Peoria, Ill., January 26. He had been allowed to sleep in the bin, and when the bin was opened to let the grain run out he was sucked in and covered.

The Steel Cut Cereal Co. has been incorporated at Chicago, Ill., with a capital stock of \$100,000, to operate mills and elevators in malting, reducing cereals into feed and food, etc. The incorporators are Geo. A. Webster, Louis W. Feil and F. W. Walker.

The Robert Smith India Pale Ale Co.'s plant at Philadelphia, Pa., was recently purchased by Christian Schmidt & Sons, brewers of that city. The business has been reorganized, and the company is conducting business under the firm name of The Robert Smith Ale Brewing Co.

In experiments conducted at the Maryland Station in 1893 and 1894, spring barley yielded 26.7 bushels to the acre. Winter barley yielded 50.5 bushels to the acre. Wheat under the same conditions yielded 36.7 bushels to the acre. The set of grass is very much better on the barley than on the wheat stubble.

According to the last report of the Bureau of Statistics barley malt aggregating 10,569 bushels, valued at \$8,668, was imported in 1896, against 5,617 bushels, valued at \$5,092, imported in 1895; the imports in December were 1,752 bushels, valued at \$1,566, against 399 bushels, valued at \$288, imported in December, 1895.

The case of the St. Paul Railway vs. Buerger, Reinig & Co., grain and malt dealers of Fond du Lac, Wis., the latter being indicted under the interstate commerce act on complaint of the railway and the Western Weighing Association, was recently continued to February 12. Buerger, Reinig & Co. are charged with violation of the interstate commerce laws, but now it is said the railway and Weighing Association are very anxious to withdraw,

on account of the decision of the Supreme Court that all parties connected with a suit may be compelled to testify.

Reinhardt Rahr, secretary and treasurer of The Wm. Rahr Sons Company, maltsters of Manitowoc, Wis., has our thanks for a copy of an exhaustive article on malting in America illustrated by sectional and perspective views of the large malting plant of The Wm. Rahr Sons Company. The article was first published in the Zeitschrift, a journal published at Munich, and devoted to the brewing interests, and afterward republished in pamphlet form.

An inexcusably large quantity of damp grain, especially barley, is arriving at this market, says the Commercial Record of Duluth, February 1. It is understood that this condition arises because of thrashing from shock, and it is therefore hard to suggest a remedy. Shippers, however, should use the utmost care, and whenever possible prevent such shipments, as they not only make a lower price for that particular car but depress the whole market as well.

James A. Tilden of Hyde Park, Mass., recently obtained a patent on a malting machine the essential feature of which are the combination with a series of pneumatic malting receptacles of means whereby the rate of agitation of the grain in each receptacle may be varied in relation to the main motor, as required in the different stages of the process of malting. He has assigned his rights in the invention to the Hersey Mfg. Co. of Boston.

Three floors of George Bullen & Co.'s kiln building of the malting plant at Michigan and St. Clair Streets, Chicago, gave way on the afternoon of February 12, and fell on the furnaces below, carrying with them 2,500 bushels of malt. The building was fireproof, the walls being of brick and the floors of iron. It is supposed that the iron girders supporting the upper floor gave way. The malt took fire, but was soon extinguished. There was no loss of life. The loss is placed at \$5,000.

The W. H. Purcell Malting Co.'s large grain elevator "B" at One Hundred and Twenty-third street and the Belt Line tracks, Kensington, Ill., was destroyed by fire at 5 a. m., January 26, and the company's malt house was partially destroyed. There were about 350,000 bushels of barley and malt stored in the elevator and malt house. Much of the grain will be saved, and it will be turned over to the company making the highest bid for it. The total loss is estimated at \$350,000, total insurance \$315,750, as follows: On elevator \$32,810, stock \$115,000; engine house and machinery \$7,940; malt house \$153,000, malt \$7,000. The elevator was of modern construction and twice before had been damaged by fire. The plant will probably be rebuilt.

ADDITIONAL MEMBERS OF THE NATIONAL ASSOCIATION.

Secretary W. H. Chambers of Des Moines, Iowa, informs us that since the publication of our last number the following grain dealers have signed the constitution and by-laws and become members of the Grain Dealers' National Association:

MISSOURI.

Harroun Bros., Kansas City and St. Joseph.
G. L. Graham & Co., St. Louis.

KANSAS.

John A. Dix, Huron.
A. J. Denton, Centralia.
N. B. Heatt, Willis.
Greenleaf & Baker, Atchison.

ILLINOIS.

P. B. & C. C. Miles, Peoria.
C. C. Aldrich & Son, McLean.
L. Everingham & Co., Chicago.

INDIANA.

Studabaker, Sale & Co., Bluffton.

NEBRASKA.

H. M. Oliver, Hastings.

MINNESOTA.

St. Paul & Kansas City Grain Co., Minneapolis (60 stations).

IOWA.

Ed. F. Rose, Coin.
Jo. Hardie, Wallingford.

A bill has been introduced in the Nebraska Senate to suppress bucket shops. It aims at the prohibiting entirely of the keeping open of a place where grain and stocks can be handled in a speculative way. It provides a penalty of \$500 for violation.

In New York, Pennsylvania, Maryland, and in other states, carriers are required to take up bills of lading before delivery of property unless such bills of lading are clearly marked "not negotiable." The penalty under these statutes in event of a carrier delivering property without taking up a bill of lading is fine or imprisonment, or both.

Fires - Casualties

T. Lynch sustained a small damage to his grain and feed store at Montreal, Quebec, by a fire January 26.

The Northwestern elevator at Bellingham, Minn., which contained about 1,500 bushels of wheat, was burned January 30.

The Monarch Elevator Co.'s elevator at Melville, Minn., which contained 17,000 bushels of wheat, was burned February 6.

The Dickson Co.'s elevator and flouring mill at Peterboro, Ont., was burned January 19. The property was insured for \$39,900.

F. L. Corbin's warehouse at Hart, Mich., containing hay, grain, feed, etc., was burned January 17. Loss \$2,000; insurance \$1,000.

Henry M. Stone, who had been a grain broker on the St. Louis Merchants' Exchange for the past eight years, committed suicide recently by taking morphine.

An employe of Hill's elevator at Durham, Ont., was recently crushed to death by the bursting of a bin of peas. This is one of the results of a poorly built house.

J. W. Robertson & Co.'s elevator at Ogden, Ill., was destroyed by fire January 26, together with 4,000 bushels of grain. The loss was partially covered by insurance.

The building occupied by N. C. Hall & Co., dealers in grain, hay, etc., at New Haven, Conn., was burned on February 4. The company's loss is on the stock, which was valued at \$5,000.

R. W. & A. W. Collins' warehouses at Arlington, Texas, were destroyed by fire recently, together with 300 bushels of wheat, considerable corn, cottonseed, etc. Loss \$2,000; no insurance.

S. A. Lillard's elevator and flouring mill at Decatur, Texas, were burned January 29, together with 1,700 bushels of wheat, and considerable flour. The total loss was \$15,000; insurance \$7,500.

J. A. Gault & Co.'s elevator and warehouse at Kittanning, Pa., was destroyed by fire January 22. The total loss is about \$10,000; insurance \$7,600. Spontaneous combustion is assigned as the cause.

The Rockport Milling Co.'s elevator at Rockport, Ind., was destroyed by fire at 3 a. m. January 10. Loss on elevator, \$3,000; on wheat, \$1,500; total insurance, \$2,500. The cause of the fire is unknown.

The elevator at Williamsfield, Ill., belonging to C. C. Davis & Co. of Laura, was set on fire on the night of February 1, and destroyed. Loss \$2,000; partially insured. The incendiaries were captured.

The Great Western elevator at Lisbon, N. D., was destroyed by fire on January 15. The building contained about 30,000 bushels of wheat and oats, half of which was destroyed. The fire started in the office.

The hay sheds and elevator of J. O. Ellison & Co., on Essex Street, Haverhill, Mass., were burned January 31, together with considerable hay and grain. Loss \$12,000; insured. The cause of the fire is unknown.

A fire starting from a spark from a stove did some damage to Manson & Nichols' grain store at Bridgeport, Conn., January 25. The loss was normal, as the fire was put out before it had gained headway.

Kolman & Svirsky, dealers in grain and feed of New Haven, Conn., sustained a loss by fire February 5 amounting to \$1,200. They carried an insurance of \$400. The fire is supposed to have caught from a stove.

Louis Odette of Minneapolis was superintending the tinning on the roof of the Northern Grain Co.'s elevator at Manitowoc, Wis., January 16, when he fell to the ground and was instantly killed. He slipped on fresh paint.

The Humtting Elevator Co.'s elevator at Baltic, S. D., was destroyed by fire January 14. The fire originated in the elevator office. The building contained 4,800 bushels of flax, 2,000 bushels of wheat, and 3,000 bushels of oats.

The Northwestern Elevator Co.'s elevator at Hancock, Minn., was destroyed by fire January 27, together with 15,000 bushels of wheat, flax, and oats. Loss \$1,700. The fire originated in the power house, and is supposed to have been caused by the explosion of a lantern.

John E. Carpenter, a member of the St. Louis Merchants' Exchange, and at one time prominent in the grain business of that city, committed suicide January 30 by jumping into the river. In the palmy days of river traffic there was no more conspicuous man in St. Louis business circles than John E. Carpenter. He was a member of the Wahl & Carpenter Grain Commission Co. when it was the largest con-

cern of the kind in St. Louis. Later he was a member of the Harlow-Spencer Commission Co. He has not been identified with the grain trade of late.

J. & C. McCune's grain and feed warehouse at 239 Water Street, Pittsburg, Pa., was damaged by fire January 29 to the extent of \$5,000. The loss was covered by insurance. It is thought that the fire originated from rats chewing matches.

The large grain elevator of Clutter, Long & Wetherill, at Spencerville, Ohio, was destroyed by fire February 2, which originated in the engine room. Over 4,000 bushels of wheat, 1,000 bushels of corn, 30 bushels of clover seed, and 75 bushels of timothy seed were stored in the building. The total loss will aggregate \$7,500, partially covered by insurance. The origin of the fire is unknown.

A colored man named Samuel Robinson was killed at H. J. Clark & Co.'s grain cleaning establishment at Baltimore, Md., January 13. It is not known how the accident happened. Manager J. H. Rauc noticed a jarring of the machinery, and an investigation resulted in a horrible find on the fourth floor of the building. Part of the body was hanging over a shaft, while the head, arms, legs, portions of the flesh and blood were scattered all over the room.

The Union Elevator at East St. Louis, Ill., caught fire at 1 p. m. January 30. Flames were discovered issuing from a wooden gangway spanning the Belt Railroad and connecting the elevator proper with the receiving elevator at the wharf, 100 feet distant. The dry framework was beginning to crackle when the employes saw the smoke and seized their emergency buckets. A line was formed to the river and the incipient blaze was soon deluged. The fire is supposed to have originated from sparks from a locomotive.

Jeff. Ross, an employe at Hubbard & Hubbard's elevator at Mason City, Ill., was killed February 4. Early Tuesday morning a cry for help was heard, and his employers ran to his assistance only to find his body lying limp over a shaft. He died a few minutes afterward. The shaft is near the dump. At the end of it there is a set screw standing out about an inch above a collar. Beyond the shaft are several levers, which open the bins to the elevators. It is thought Mr. Ross leaned over the shaft to pull one of the levers, when the set screw caught his clothes. The shaft is about two feet above the floor, and about two feet above it is a wooden spout. The shaft runs at a speed of 400 revolutions per minute. Around this the unfortunate man was whirled, striking the floor and spout with each revolution until his clothes, torn into fragments, no longer held him. His right leg and right arm were nearly torn from his body. Mr. Ross had run the elevator for the past 7 years. He was 45 years old, and leaves a wife and three children. Set screws should be covered.

Items from Abroad

The first official information regarding the oil seeds crop of India for 1897 indicates that there will be about half an average crop.

It is reported that London parties are not satisfied with the quality of the 32-pound white clipped oats received from Baltimore, and exporters say that this has curtailed orders from abroad.

Romania's corn crop in 1896, according to provisional estimates, gave a total yield of 7,950,500 quarters (of 480 pounds each), the average yield of 4,788,000 acres being 13.2 bushels per acre. Quite different from American yields.

The secretary of Lloyd's has been informed that a general embargo has been imposed by the Persian government on food grains exported from Persia, but that persons holding stocks of grain, or having contracts for the purchase of grain, will be allowed 50 days' grace.

Belgium imported during December 617,000 quarters (of 480 pounds each) of wheat, and 4,000 sacks flour; the exports included 178,000 quarters wheat, and 10,000 sacks flour. The net imports of the two articles in the five months ending December was 2,034,000 quarters, against 1,870,000 quarters in the corresponding five months last season.

Russian exports from August 1 to January 16, included, wheat, in quarters of 480 pounds, 6,890,600 in 1896-7, 7,079,800 in 1895-6; rye, in quarters of 480 pounds, 2,288,700 in 1896-7, 2,303,000 in 1895-6; barley, in quarters of 400 pounds, 3,784,400 in 1896-7, 4,279,000 in 1895-6; oats, in quarters of 304 pounds, 4,644,300 in 1896-7, 3,573,100 in 1895-6; corn 169,200 in 1896-7, 349,300 in 1895-6.

Germany imported from August 1 to November 30, bread, 16,400 hundredweight in 1896, 1,180 hundredweight in 1895; groats, etc., 32,900 hundredweight in 1896, 29,400 hundredweight in 1895; flour and meal, 147,000 sacks in 1896, 92,500 sacks in 1895. Exports for the same periods were, bread, 8,500 hundredweight in 1896, 8,000 hundredweight in 1895; groats, etc., 145,000 hundredweight in 1896,

177,000 in 1895; flour and meal 463,000 sacks in 1896, 542,000 sacks in 1895.

Argentina exported to Europe in 1896 2,292,000 quarters of wheat, against 4,637,500 quarters in 1895. Exports of corn from April 1, 1896, to Jan. 21, 1897, amounted to 5,704,500 quarters; in the same time of 1895-6, 3,757,500 quarters.

The official report of the Russian crop (in 71 governments) of winter wheat in 1896, shows a yield of 16,240,500 quarters (of 480 pounds each), or an average yield from 12,743,795 acres of 10 bushels per acre. The yield in 1895 was 21,259,350 quarters, in 1894, 20,300,648 quarters.

Norway imported from August 1 to October 31, 262,000 quarters of rye (of 480 pounds each), against 236,000 quarters the previous year; 115,500 quarters of barley (of 400 pounds each), against 96,500 quarters the previous year. Exports included 475 quarters of oats (of 304 pounds each), against 48 quarters the previous year.

The outlook for India's wheat crop for 1897, which will be harvested next March, is, according to official information, bad in every district except Sind, where the acreage is bigger than last year, and only 9 per cent. below the average. Sind is only a small province; it produces about 1,000,000 quarters of wheat annually, but of this it exports the greater part. In Bombay it is expected that the area sown will not exceed 1½ million acres, half the average. In the Punjab there had been already sown 5,346,000 acres, and seeding operations would be continued till about February 1; the area in 1895 and 1894 exceeded 8,000,000. The area to be cropped in Northwestern Provinces and Oudh is expected to be about the same as last year, a poor season, approximating 3¾ million acres. The reports from Central Provinces are the worst; the area is not expected to exceed 1¼ million acres, or ¾ million less than last year, and 2¼ millions less than the average of preceding years.

Late Patents

Issued on January 12, 1897.

Baling Press.—Winfield S. Livengood and Arthur J. Mason, Kansas City, Mo. No. 575,001. Serial No. 578,840. Filed Feb. 11, 1896.

Baling Press.—Peter K. Dederick, Loudonville, N. Y. No. 575,216. Serial No. 302,110. Filed March 8, 1889.

Issued on January 19, 1897.

Gas Engine.—Harvey S. Bristol, Chicago, Ill. No. 575,326. Serial No. 561,725. Filed Sept. 7, 1895.

Door Fastener for Baling Presses.—Theophilus C. Eberhardt, Anniston, Ala. No. 575,340. Serial No. 588,717. Filed April 23, 1896.

Fanning Mill.—John Albrecht and Louis Albrecht, Lincoln, Wis. No. 575,452. Serial No. 589,706. Filed April 30, 1896.

Gas Engine.—Walker L. Crouch, New Brighton, Pa., assignor to the Pierce-Crouch Engine Co., same place. No. 575,502. Serial No. 569,829. Filed Nov. 22, 1895.

Rotary Gas Engine.—John D. Blagden, Wood's Hall, Mass. No. 575,517. Serial No. 602,502. Filed Aug. 12, 1896.

Feed Grinder.—David W. Bovee, Waterloo, Iowa. No. 575,588. Serial No. 581,623. Filed March 3, 1896.

Baling Press.—Moses C. Nixon, Omaha, Neb. No. 575,660. Serial No. 513,022. Filed May 31, 1894.

Gas or Oil Engine.—Walter F. Trotter, Marshalltown, Iowa. No. 575,661. Serial No. 591,919. Filed May 18, 1896.

Issued on January 26, 1897.

Gas Engine.—Joseph Ledent, Baltimore, Md. No. 575,720. Serial No. 597,660. Filed July 1, 1896.

Fanning Mill Sieve.—Charles Hintz, Macomb, Mich. No. 575,716. Serial No. 536,899. Filed June 7, 1895.

Explosive Engine.—Frederick C. Southwell, Grantham, England. No. 575,812. Serial No. 549,122. Filed May 13, 1895.

Baling Press.—Winfield S. Livengood, Kansas City, Mo., assignor to the Devol-Livengood Mfg. Co., same place. No. 575,843. Serial No. 546,087. Filed April 17, 1895.

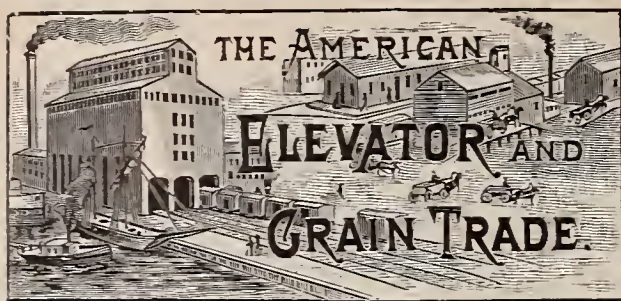
Gas Engine.—Frederick W. Coen, Chicago, Ill. No. 575,878. Serial No. 591,645. Filed May 14, 1896.

Issued on February 2, 1897.

Baling Press.—Chas. W. Drake, Huntsville, Ala., assignor of one-half to the National Mfg. Co., same place. No. 576,096. Serial No. 588,742. Filed April 23, 1896.

Separator.—Robt. W. Jessup, Los Angeles, Cal., assignor of one-half to Fairfax H. Wheelan, San Francisco. No. 576,195. Serial No. 584,369. Filed March 23, 1896.

Explosive Engine.—Franz Burger, Ft. Wayne, Ind., assignor of three-fourths to Henry M. Williams, same place. No. 576,430. Serial No. 542,976. Filed March 23, 1895.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., FEBRUARY 15, 1897.

Our worthy contemporary, the Hay Trade Journal, has changed its form and is now "bigger'n a house," being a 4-page folio. Long arms and long distance spectacles must be supplied to readers, if that form is to be continued.

Thank goodness, here at last is a big elevator fire that there won't be any squabbling about in regard to the insurance. The companies have admitted that the loss on the Purcell elevator is total, and the companies take the salvage.

The Railway Committee of one branch of the Missouri Legislature has decided to report favorably a bill reducing the maximum rates on grain 25 per cent. This may be justified by the high rates charged, yet it is hardly a proper subject for legislation until the cost has been thoroughly investigated.

An effort is being made to amend the Iowa Landlord Lien Law, so as to give the regular grain dealer a small measure of protection against dishonest tenants. The laws of other states are far from what could be desired in this line and the time is ripe for the dealers of other states to have them amended. At present the dealers pay for entirely too much grain a second time.

Another bill has been introduced in the New York Legislature designed primarily to relieve the grain trade and the Erie Canal boatmen from the extortion of the Buffalo elevator pool, but which would result in a mere division of booty between the pool and the politicians. If the legislators are shrewd they will keep the state out of the elevator business. The exaction can be stopped quickly and effectively by amending the state warehouse law to provide

that all public elevators, that is, all elevators storing or handling grain of different owners for a compensation, shall transfer grain and shall not charge more than one-half cent per 100 pounds for transferring it.

An exchange says that "a deep water canal from Chicago to the Atlantic is being prospected." We hardly think so, although it would be difficult to place bounds on the enthusiastic imagination of the canal builders. Possibly it meant a deep water channel. A deep water canal nine hundred miles long and crossing the Alleghenies would be a scheme worthy of a De Lesseps or a bedlamite.

The United States Department of Agriculture has recently issued a report on exports and imports that will place a quietus on the boasters. In spite of all our agricultural resources, the average amount of agricultural products annually imported during the five years, 1892 to 1896, was \$389,652,012, or over one-half of our entire imports. Many of the products are not grown here, but most of them could be. The annual average of the exports of agricultural products for the five years was \$634,922,996, or 72.60 per cent. of the total exports.

There was some fear expressed that the new administration in Illinois might let the Chicago elevator cases go which are now pending in the Supreme Court, and involve the question of public warehousemen dealing in grain stored in their own warehouses. Attorney-General Akin, however, has authorized Henry S. Robbins to take charge in his name of the case for the state. As a sort of a clincher, Mr. Hill has explained to Governor Tanner the manipulation of warehouse receipts that has been possible and advantageous to the elevator men through their dealing in grain.

The rice growers are working to secure an increase in the import duty on rice, the hay dealers have been assured of an advance of 50 per cent. in the duty on hay in the proposed tariff bill, but the grain dealers—well, they do not seem to care whether the duties are increased or reduced. The yearly imports of grain amount in the aggregate to considerable, and go to supply trade that would be supplied by American dealers were the import duties increased. It would do no harm to consider this question at the coming meetings of associations.

From Kuhlow's, the German Trade Review and Exporter, we learn that the German anti-option law is only a part of a general scheme of legislation by which it is hoped "to increase the productiveness of the land, to lessen the cost of carriage and relieve the land from the burdens which have accumulated upon it." Just what the anti-option law has to do with either of these purposes, we cannot see, unless it is assumed that speculation always lessens the price of articles. As a matter of fact, speculation usually acts the other way. It is current belief, for instance, that the only thing needed to push wheat up is to get the public interested once more in the pit; something that the public declines to do. The exchanges in Prussia have acquiesced in the law, and we trust that the results will demonstrate completely actual effects of withdrawing the speculative element from the market.

AMENDMENT OF KANSAS INSPECTION LAW.

A bill, published in this number, has been introduced in the Kansas Legislature, which, if it becomes a law, will prove a death blow to some of the crossroads boards of trade organized since the enactment of the present so-called state grain inspection law. Under the present law the state gets the credit of the remarkable grading of grain which is not uniform or reliable, while the country boards of trade get all the fees without assuming any of the responsibilities.

The inspection department of Kansas is a nondescript; neither state nor private. The chief has little to say regarding the work of his deputies. The active inspectors are responsible to no one; their gradings, though frequently worse than valueless, are expensive. Several bills have been introduced in the Kansas Legislature to remedy the glaring defects of the present law, but no other we have seen compares with the bill published, in its completeness as a reform measure.

In justice to the farmers and themselves the grain dealers of the state should make an organized effort to secure an intelligent and practical amendment of the present law. If left entirely to themselves the farmer legislators may amend the law so as to make it even worse than the former abortion.

The Grain Dealers' Association of the State will meet at Topeka next month, and it is to be hoped that it will face its duty with a firm determination to do it well. No state association ever had a better opportunity to advance the interests of the trade than is now presented to the Kansas organization. If it secures the needed reform the association would clearly be entitled to the hearty support of every dealer of the state.

GRANTING ELEVATOR SITES.

The Nebraska Supreme Court, after a superficial examination of the decision of the United States Supreme Court in the case of the Farmers' Alliance of Elmwood vs. the Missouri Pacific Railway, has reversed a decision of a district court in the case of Byram Blair vs. the C. B. & Q. R. R. Disgusted by the holes the United States Supreme Court punched in its former decision regarding elevator sites, the State Supreme Court now goes to the other extreme and holds that the taking of railroad property for an elevator site is the taking of private property for private use, and cannot be done without the consent of the owner.

Anyone who will read closely the decision of the United States Supreme Court, published in this number, will see that the state tribunal has misinterpreted the decision of the superior court—probably due to pique at the reversal of its former decision. The Elmwood alliance did not intend to erect an elevator for the benefit of the public, but for its own members. It did not ask for a lease of ground upon which to erect an elevator, but for the transfer of the ground, a thing no railroad does, except by means of sale, in which it contracts voluntarily. The sites on railway right of way are generally leased, not sold, to elevator men.

The charter of every railroad requires that it shall provide depots for freight and passengers,

and the United States Supreme Court, in its decision published in this number, hints at the power of the legislature to compel the railroad company to erect and maintain an elevator for the use of the public. If the railroad companies do not wish to erect such grain depots, then they must, in order to conform to the requirements of their charters, permit others to provide elevator facilities for the public, and sufficient to meet the needs of the grain-shipping public. Of course if they can inveigle country grain dealers into erecting these bulk grain depots, paying for the use of the ground and operating the elevators at their own expense, the railroads make the handling of grain at country stations a source of revenue instead of an expense.

Elevator facilities must be provided for the public, and if the railroad company does not choose to provide such facilities itself, it must permit or induce others to provide them. However, it cannot be compelled to give ground for private use.

OLD SCHEME, NEW NAME.

A friend sends us the constitution and by-laws of an alleged farmers' organization with the pretentious, not to say presumptuous, title of the "United Farmers of America." It originated in a little Illinois town and was incorporated last December. Its stated purposes are "social and benevolent," but a careful reading of the ungrammatical document before us shows an object behind this which, no doubt, is used as a bait for the farmer who seeks to improve his condition by associated effort with fellow agriculturists. Of course the concern is provided with a full set of officers, with such titles as "Superior Counsellor," "Past Superior Counsellor," "Vice Counsellor," and the paraphernalia and ritual of secret work which materially assist in popularizing such institutions.

And while the by-laws announce that the "paraphernalia for degree work" must be purchased of the "head officers," this is a comparatively innocent provision, compared with some others of this precious document. These "head officers" apparently constitute a self-elected oligarchy. At least, we see no provision for their election or succession, and the curious provision is made that the "Head President and Secretary, with the consent of the Board of Directors of Head Organization," may make amendment to the constitution and by-laws not only of the "Head Organization" but of the local lodges also. An initiation fee of \$5.00 is charged, which goes to the Head Organization, for charter members. The quarterly dues are \$1.50, one-third of which goes to the Head Organization. The salaries of the officers of this central body are not fixed, but are to be "that portion of the initiation fee's fund not used for organization purposes; and should any surplus accrue from the quarterly dues above the expenses of the Association, it shall be appropriated to the initiation fee fund." The man who drew up the plan of organization may not be and probably is not a college graduate; but he certainly looked after the welfare of the "Head officers."

Perhaps the reader is curious to know what would possibly induce a farmer to go into such a jug-handled affair. It is simply the possibility that is held out of controlling grain prices.

It is made the "duty" of the President "to keep in touch with the markets on all grain and instruct all members of local lodges when and how long to hold their grain and when to sell, so as to get the best advantage of the markets," provided that they need not hold it longer than three months at any one time. And it is made the duty of the members to hold their grain or sell it, at the direction of the President. These provisions are contrary to the laws of Illinois. A money-lending feature, confined to the local lodges, without interest, with liens on grain as security, completes the purposes of this organization; a feature which no local lodge would probably ever put into operation.

J. H. Brigham, Master of the National Grange of the Patrons of Husbandry, in a card published January 25, warns members against parties in Illinois who are working some such scheme as the above, with the idea of controlling the price of grain. It may not be the same organization, but his warning holds good just the same. He thinks farmers who wish to unite with brother farmers should select organizations that have stood the test of time and actually done some good. He truthfully says that years of experience have taught the old and tried organizations to avoid impractical and visionary schemes and attempt no doubtful experiments. And it would be well for farmers in Illinois and everywhere else to heed his words. But we suppose, judging from the past, that the "United Farmers of America" will not lack for members.

GOVERNMENT STORAGE OF GRAIN.

A correspondent in a Chicago paper thinks our government is making a great mistake in not considering the proposition made by Russia as to the control of the grain market by the grain-raising nations. He thinks it quite possible that the United States may be called upon some day to face a famine, as Russia and India have been, and a large amount of stored grain held by the government would prevent serious disaster. But this is only one of the benefits which he thinks would flow from our government going into the grain business. He says: "Suppose Congress should direct the purchase and storage of 500,000,000 bushels of corn and fix the price at 25 cents a bushel. The vast army of producers and consumers would be at once placed in condition to become consumers, and the wheels of industry and commerce would be almost instantaneously put in motion. Government storing that amount would fix its price for all commercial purposes."

Nobody doubts that 500,000,000 bushels of corn would be handy in case of famine. It would also be handy for Congress to vote away whenever there was a partial crop failure anywhere. But how the purchase of that vast amount of grain would benefit the consumers or start the wheels of industry, is not clear. We do not see how the consumer would be able to consume more by raising the price of what he consumes. No doubt it would help the producer temporarily, but the consumer would not only have the price raised on him, but would have to furnish government with the money to corner the crop. The mere change of ownership of the corn from a million farmers to Uncle Sam would be powerless to set the wheels

of industry in motion. Government would have to agree to buy lumber, ore, coal and manufactured products, to be fair and give the wheels of industry a chance.

The principal objection is not touched upon by the advocates of such schemes. What would be done with this corn after the Government had bought it? Would it be allowed to remain in store until it rotted, or would Uncle Sam dispose of it and keep renewing his stock? If the latter, suppose nobody would give him what he paid for it. Would he keep it and go on buying more corn, or would he sell it at a sacrifice? If Government stopped buying, the benefit to the producer would cease and if he sold it at a loss, where is the sense of this round-about way of accomplishing a simple purpose? Why not have Government buy the corn and burn it at once? That would save lots of trouble and serve every purpose quite as well, besides taking Uncle Sam out of competition, until the stimulation to corn-growing, caused by the Government demand, should catch up and lower prices, and then, why then Uncle Sam would have to buy more corn.

CIVIL SERVICE RULES FOR INSPECTORS AND WEIGHMEN.

Once again a bill has been introduced in the Minnesota Legislature providing for the placing of the grain inspection and weighing departments under civil service rules. A similar bill was passed by the legislature several years ago, but failed to receive the approval of the Governor. The bill is a good one and merits the earnest support of every dealer, as can be learned by reading the reprint on page 294 of this number. The prospects for the passage of the bill are flattering, yet no dealer should slight an opportunity to help advance its cause.

Some time ago the Chicago Board of Trade had a spasm of reform and decided to have the Illinois inspectors, weighmen and employees of the registrar and chief inspector placed under civil service rules, but they seem to have forgotten about it. However, Governor Tanner has suggested that applicants for positions in the departments be subjected to an examination. The Illinois Association, which will meet the tenth of next month, could do the entire trade a good turn by petitioning the state legislature and its members individually to enact an amendment to the warehouse law, providing for the placing of the department employees at Chicago under civil service rules. The dealers can also do considerable good by working with their representatives to secure this much needed reform.

ILLINOIS DEALERS WILL MEET.

The Illinois Grain Dealers' Association will hold a meeting at Decatur, Wednesday, March 10, instead of the day named in notice of the program published elsewhere in this number. Every dealer should make it a point to be present.

Grain shippers at several Illinois stations have been unable to make shipments recently owing to the scarcity of cars, and some have stopped buying because they have no storage room left. At the same time the farmers' shipments at stations are increasing.

EDITORIAL MENTION

Illinois Grain Dealers at Decatur March 10.

The Michigan Bean Jobbers' Association has declared for an increase in the import duties on beans to 50 per cent. ad valorem.

Do not delay, but promptly cut the membership blank from the last page of this number, fill in and mail to address given.

The Indian natives are reported to have taken kindly to American corn and more of it is being sent to them. It can be laid down in Bombay for one-half what wheat sells for there.

The Illinois Grain Dealers' Association will hold a meeting at Decatur, Ill., Wednesday, March 10. The program published in this number is being prepared and an interesting meeting is assured.

The Grain Dealers' National Association continues to gain new members, but not as fast as it should. Regular grain dealers should not hesitate to give the organization their hearty support, and that quickly.

Illinois grain dealers will keep in mind the fact that the day of the meeting of the Illinois Grain Dealers' Association at Decatur will be March 10 instead of the day stated on page 296 of this number. Remember the day is Wednesday, March 10.

More grain elevators are in course of construction and contemplated than at any time for years. One prominent builder has twenty-four contracts in sight, and new business appearing daily, so all the reliable builders are likely to be rushed with work soon.

The elevator men at Paxton, Ill., have petitioned the Railroad and Warehouse Commission to appoint an inspector at that point. A number of Illinois points now have state inspection of grain. It seems to satisfy the farmers and enables the local dealers to deal direct with jobbers on the basis of local grading.

Six cents a bushel for shelled corn is reported to have been paid for a carload at Minden, Iowa, early this month, and still the farmers refuse to take care of it, although they did work hard to produce it. Next year the price may be above fifty cents, and then they will kick because they have none to market. Some dealers refuse to buy corn at any price.

An Iowa farmer advances a statement which stamps him as a philosopher, whether his statement is true or not. He says that farmers as a class are better off with corn at 12 cents than when it is 30 cents. The reason, he says, is because when corn is 12 cents per bushel, it means that there is everywhere an abundance, while when it is at 30 cents it means partial failure and scarcity. This same farmer says that

his dairy, poultry and vegetables provide all his family expenses and his corn crop, whatever the price may be, is "velvet" every year.

The Kansas Grain Dealers' Association is meeting with remarkable success in gaining new members. Another meeting will be held at Topeka, March 17, at 2:30 p. m. Every Kansas dealer should make it a point to be present and help along the work of the Association.

An effort is being made to secure the passage of a bill by the Minnesota legislature providing for the election instead of the appointment of the state Board of Railroad and Warehouse Commissioners. As usual with such measures the conservatives and lovers of patronage pie are opposing it.

The House Committee on Coinage, Weights and Measures is credited with being in favor of the metric system and with instructing its chairman to report favorably the bill providing for the use of the metric system in the United States. This simple labor-saving system is rapidly gaining new friends.

The green ribbon day seems to be a favorite day with the grain dealers as well as some others for holding meetings. The Kansas Association will meet on March 17, despite the Nevada event. Members who desire to attend the fight must obtain leave of absence at least one week in advance of St. Patrick's Day.

As Kansas is without a law fixing the weight of a bushel of Kaffir Corn, Darius Botkin has sought to fill this aching void by introducing a bill making fifty-six pounds a bushel. Bills fixing the prices of grains, prohibiting the wearing of corsets and several other things have also been introduced—in Kansas.

Nearly 2,000,000 bushels of wheat is handled yearly at Little Falls, Minn., and naturally that city feels that it is entitled to be recognized as a grain center. Accordingly a bill has been introduced in the State Legislature providing for the establishment of a state weighing and inspection department at that city.

The directors of the Kansas Grain Dealers' Association, formerly the Grain Dealers' Association of Northeastern Kansas, will meet at Valley Falls, February 16, to fill vacancy caused by the death, January 31, of Treasurer J. G. Elliott of Holton, and to pass upon a number of applications for membership. The Association is rapidly growing in favor with the dealers of the state and gives every promise of becoming one of the strongest of the grain dealers' associations.

A very stringent bill has been introduced in the Missouri Legislature to prevent dealing in futures. The bill provides that no person shall sell grain or farm products that are not actually in his possession. To buy farm products without having them actually delivered is made the same offense as selling. Both are declared a felony and made punishable by imprisonment for not less than two nor more than five years. If the mere fact of a law's being severe accomplished its purpose, this law is a model. But

most such laws have wide loopholes. This one, for instance, does not prohibit loaning grain. We think any clever bucket shopper could devise a scheme for grain gambling that would only involve loaning, and not buying or selling.

The remarkable ease with which the Chicago market has absorbed the large receipts of low-grade, soft and unmerchantable corn has surprised even the local receivers. As soon as the dryers got to work the price for off grades advanced so as to materially reduce the difference between the price of all low grades and No. 2.

In Missouri the friends of efficient public service, profiting by the discouraging experience of the past few years, want the grain inspection department removed from the supervision of the Railroad Commissioners and made an independent department, the Chief Inspector to be appointed by the Governor and to have entire control of the department.

A number of grain commission men of Seattle, Wash., have signed an agreement not to sell to consumers, which is a protection rightly due the retailer. Now, if all the grain commission men of each market would get together and agree to discourage shipping by irregular country shippers, they would receive the earnest thanks and perpetual patronage of the regular shippers.

Unfortunately for the Washington grain growers, that state's legislature has fallen into the hands of the fickle farmers, and some very fantastical legislation has been proposed. Several years ago at the behest of the grain growers a grain inspection law was enacted, and it has been enforced with general satisfaction, yet the fresh gang of wisecracks at Olympia are determined to repeal it.

A month ago we thought the insurance questions involved in the burning of the Pacific elevators in this city were in a fair way to be settled. However, the matter is still open and is further complicated by the fact that some of the companies have already paid their share of the loss. The trouble arises over the fact that a large amount of grain had been transferred from one elevator to the other before the fire, a fact of which the parties who made up the proofs of loss were ignorant, and which is stated to have no bearing on the question at all, as there was more than enough grain in each elevator to exhaust the insurance. The elevator men themselves proposed the reopening of the proofs.

The bucketshop keepers have had a pretty rough time of it during the last year, in fact they have never before experienced so much trouble in keeping out of jail, as a result of their notorious steals. And what is more encouraging for the lover of just laws fairly enforced is the fact that the prosecution of these frauds is to be pushed. Fresh support is being brought to the aid of those, who are determined to stop these swindlers. The commercial exchanges of New York have at last awakened to their sense of duty. The Merchants' Exchange of St. Louis, for self protection, will seek to close the sharpers' shops. The Chicago Board of Trade will continue its crusade against the

rogues with just as much vigor as ever, and the Post Office Department will deny them the use of the mails. Yet, despite this combined opposition, many sharks will adopt bucketshop methods to bleed the credulous.

The Montreal Corn Exchange has declared in favor of reciprocity with the United States in coasting privileges. If this is secured the lake vessels of either country will be permitted to transport grain from any lake port to any other. At present the vessels of each country carry grain to the ports of its own country only. Grain shippers and vesselmen would profit by the desired change and more grain would be likely to go down the St. Lawrence route. This would bring sadness to the Buffalo pool.

Representative Cook of Wisconsin has introduced in Congress a bill to regulate both the importation and sale of agricultural seeds. The bill aims to prevent the sale on the market of seeds that contain any seeds of dodder, Canada thistle, Russian thistle, ergot, wild onion, or over one per cent. of the seeds of less noxious weeds. It requires a printed guarantee of the percentage of germination and of the freedom from foreign matter, on every package of seeds offered for sale. That the bill is leveled at a very great abuse cannot be questioned. It might prove a means of preventing the spread of noxious weeds as well as proving a protection to farmers, gardeners and reputable seed dealers.

New York is not the only state whose fool legislators are anxious to force it into the elevator business. Minnesota has tried it, but in vain, and now North Dakota has a longing for three 1,000,000 bushel elevators. The prime purpose of securing the erection of these elevators is to establish terminal markets in the state. A bill introduced in the state legislature provides for a bounty of one-fourth of one per cent. on the amount invested for fifteen years. Hot house grain markets might be a good thing for some points, but would not be the means of establishing permanent markets in North Dakota, as most of the grain would ultimately go to the Minnesota markets or to Superior on its way to the consumer. To stop it within the state to earn storage charges for the terminal elevator men would but serve to increase the number of handlings the grain would receive and reduce the price to the farmer.

According to the last report of the Bureau of Statistics, breadstuffs exported in the seven months ending January 1 were valued at \$121,938,245, against \$80,670,400 in the same time of 1895-96; and the exports during January were valued at \$16,956,173, against \$15,128,096 in January, 1896. The value of exports during the seven months ending January, compared with the same time of 1895-96, was: Wheat, \$44,487,059, against \$24,304,190; corn, \$26,902,120, against \$21,503,687; oats, \$5,361,749, against \$604,993; rye, \$1,968,756, against \$6,169; barley, \$5,475,602, against \$1,538,102. The amounts (in bushels) exported in January, compared with January, 1896, were: Wheat, 5,811,759, against 6,456,086; corn, 16,059,404, against 14,490,066; oats, 2,421,894, against 390,413; rye, 307,815, against 14,050; barley, 2,092,906, against 626,954; oatmeal, 3,777,263, against

2,336,238 pounds; corn meal, 40,660, against 16,472 barrels; wheat flour, 1,295,192, against 1,563,537 barrels.

The Interstate Commerce Commission has ordered the Chicago Great Western Railway Company to cease and desist from the transporting of grain for the Iowa Development Company, or for any person or corporation owned, employed or controlled by it. This is as it should be, if the railroad company desires to enter the grain business let it retire from the transportation business.

The financial question which occupied so much attention last year obscured Mr. Lubin and his scheme for a government bounty on exports of agricultural products. Now, however, it bobs up serenely with the indorsement of the Pennsylvania state grange. As a plan for cheapening our products to the foreign consumer, Mr. Lubin's scheme has no superior. No one should object to the foreigner getting wheat, corn and meat products as cheaply as possible so long as it would not affect the prices paid to our farmers; but as Mr. Lubin's scheme stands, it simply means that the American people pay a bounty to the foreign consumer, and not to the American farmer. It would repeat the experience of the German bounties on beet sugar. Ultimately the foreign consumer got the entire benefit of the bounty. Can't someone come forward with a proposition that does not mean simply a shifting of burdens?

THE IOWA LANDLORD LIEN LAW

As is reported in "Communicated" this number, some of the grain dealers of Iowa are trying to induce the state legislature to amend the landlord lien law of that state so that the regular grain dealer, who buys in the open market will have some protection from sharpers, who watch vigilantly for an opportunity to mulct buyers.

The Iowa dealers are very mild in their request, in fact, all they ask for is, that the law be so amended that landlords, who have liens on farmers' crops must record same with the county recorder or give notice to the regular grain buyers. This would give the regular dealers a show for their money, as none who watched the reports of the recorder would be caught by unprincipled tenants. The irregular and the careless dealer might get mulcted now and then, but he would have himself to blame. All Iowa dealers should work to secure the amendment, and every effort be made to enlist the support of their representatives in the legislature. If anything is accomplished the dealers must act quickly and persistently work for the same thing.

In the United States one gas engine is used for each 7,500 persons, in Germany one for each 900 inhabitants. While the number of gas engine builders here is nearly 50 at least, that of Germany is about 70.

D. A. Robinson, elevator architect and contractor, has received the contract to build a 2,500,000-bushel elevator at Buffalo, N. Y., for the Great Northern R. R. It will have a handling capacity of 500,000 bushels of grain per day. The house will be fire-proof, constructed of stone, brick and iron. Besides Mr. Robinson's office in the Auditorium Annex at Chicago he has established one at the Great Northern Steamship Docks, Buffalo, N. Y.

Trade Notes

The B. S. Constant Co. of Bloomington, Ill., writes us that prospects for trade are good, and it has put six men on the road.

The Keystone Gas Engine Co. has been incorporated at Harrisburg, Pa., for the manufacture of gas engines. New works will be erected.

The Macdonald Engineering Co. of Chicago believes that steel construction for elevators is here to stay. The company is now figuring on a large amount of steel storage construction.

The Link-Belt Machinery Co. foundry at Chicago was recently destroyed by fire. Loss \$10,000; fully insured. Within thirty-six hours after the fire the loss was appraised, and a settlement agreed upon. E. Lee Heidenreich was one of the appraisers, and rushed the work to completion.

The Foos Gas Engine Co. of Springfield, Ohio, did a very large business in 1896. There are few sections of the country in which their engine is not represented. The company has just shipped one 60-horse power engine to Rockford, Ill., one to Northfield, and one to Castle Rock, Minn.

The Kentucky Seed and Grain Separator Co. has been incorporated at Bowling Green, Ky., with a capital stock of \$15,000 to manufacture machinery. The incorporators are R. L. Duvall of Chicago, C. G. Smallhouse, Robert F. Dulancy, T. G. Mitchell, S. B. Wilford and S. T. Breeding of Bowling Green.

P. B. & C. C. Miles, commission merchants of Peoria, Ill., have issued a comparative statement of the grain received at that and other points, which shows Peoria to stand second only to Chicago in the volume of receipts. Thus, in 1896 Peoria received 40,723,150 bushels of grain of all kinds, including 18,102,400 bushels of oats, and 18,624,800 bushels of corn.

The Heidenreich Construction Co. has the contract to rebuild the foundry of the Link-Belt Machinery Co. at Chicago. The contract provides that it shall be completed in nine days, but Mr. Heidenreich is confident it will be completed long before. Within ninety minutes after the closing of the contract he had 30 men working on the job. As usual with its rush contracts the company has put up arc lights, and will push the work day and night.

During the past two years the Dodge Manufacturing Company, Mishawaka, Ind., has given more attention than heretofore to grain handling machinery. It looked carefully into the requirements of this class of work and designed, perfected and placed upon the market a number of important articles in this line, and now manufactures a full line of machinery used in the handling of bulk grain. It has made some valuable improvements in belt conveyor trippers, which are made in three styles, stationary, plain and reversible, which, when desired, may be fitted with an improved device, utilizing the power transmitted by the belt to propel the tripper in either direction. This self-propelling mechanism is practicable and convenient, and the operator can control the working of the machine from one side, as the discharge spout is also operated from either side. Another valuable feature in connection with the propulsion mechanism is, that by means of two cross shafts and gearing both sides of the tripper are driven uniformly on the track, preventing cramping between the rails and avoiding danger of breaking the frames. All these trippers are fitted with its patent self-oiling bearings. Its Improved Clark-Beatty Power Shovels have new and valuable features, and are, like the trippers, fitted with their patent capillary self-oiling bearings. This company manufactures a complete line of bin, scale and garner bottoms and turn heads, ranging in size from 6 inches to 24 inches diameter. Its well-known facilities and reputation for turning out first-class power transmission machinery in large quantities in connection with its complete line of grain handling machinery has enabled it to secure contracts for complete outfits for some of the largest elevators recently built.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since January 15 has been as follows:

January.	NO. 2 ¹ R. W. WHT.		NO. 2 S ¹ WHT. &		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 3 ¹ BARLEY.		NO. 1 N. W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15.....	90	90	.....	.....	22 1/2	22 3/4	16 1/2	17	35	38	25	30	78	78
16.....	.....	.....	.....	.....	22 1/2	22 3/4	.....	.....	37 1/2	38 1/2	25	33	78	78
17.....	.....	.....	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	77 1/2	78
18.....	89 1/2	89 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	77 1/2	77 1/2
19.....	89	89 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	77 1/2	77 1/2
20.....	89	89	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
21.....	89	89	78 1/2	78 1/2	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
22.....	89 1/2	89 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
23.....	85	89 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
24.....	.....	.....	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
25.....	87 1/2	89	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
26.....	87	87 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
27.....	85	85 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
28.....	85	86 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
29.....	85 1/2	86 1/2	73 1/2	73 1/2	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
30.....	85	85 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
Feb.	.....	.....	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
1.....	84 1/2	84 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
2.....	84 1/2	84 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
3.....	84 1/2	84 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
4.....	84 1/2	84 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
5.....	84 1/2	84 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
6.....	84 1/2	84 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
7.....	84 1/2	84 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
8.....	84 1/2	84 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
9.....	84 1/2	84 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
10.....	84 1/2	84 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
11.....	84 1/2	84 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
12.....	84 1/2	84 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
13.....	84 1/2	84 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2
14.....	84 1/2	84 1/2	.....	.....	22 1/2	22 3/4	16 1/2	16 1/2	37 1/2	37 1/2	25	33	76 1/2	76 1/2

*Free on board, switched and delivered. +Free on board or switched. †Holiday.

During the week ending January 16 Prime Contract Timothy sold at \$2.60@2.65 per cental. Prime Contract Clover Seed at \$8.00, Hungarian at \$0.45@0.65, German millet at \$0.55@0.70, buckwheat at \$0.50@0.62 per 100 pounds.

During the week ending January 23 Prime Contract Timothy sold at \$2.60@2.70 per cental. Prime Contract Clover Seed at \$8.00, Hungarian at \$0.50@0.65, German millet at \$0.50@0.70, buckwheat at \$0.50@0.62 per 100 pounds.

During the week ending January 30 Prime Contract Timothy sold at \$2.70@2.80 per cental. Prime Contract Clover Seed at \$8.00@8.25, Hungarian at \$0.50@0.65, German millet at \$0.55@0.70, buckwheat at \$0.50@0.60 per 100 pounds.

During the week ending February 6 Prime Contract Timothy sold at \$2.65@2.80 per cental. Prime Contract Clover Seed at \$8.00@8.25, Hungarian at \$0.50@0.65, German millet at \$0.50@0.65, buckwheat at \$0.50@0.60 per 100 pounds.

During the week ending February 13 Prime Contract Timothy sold at \$2.60@2.65 per cental. Prime Contract Clover Seed at \$8.00@8.25, Hungarian at \$0.50@0.60, German millet at \$0.55@0.70, buckwheat at \$0.50@0.60 per 100 pounds.

RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month of January, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	47,786	83,244	34,655	80,305
Corn, bushels.....	505,584	342,988	325,894	188,538
Oats, bushels.....	275,555	226,556	201,576	176,252
Barley, bushels.....	115,890	162,500	700	.....
Rye, bushels.....	13,805	45,931	4,552	21,600
Clover Seed, bags.....	6,604	4,687	5,372	3,394
Timothy Seed, bags.....	1,995	1,106	2,663	1,740
Other grass seeds, bags.....	2,565	1,943	5,998	5,788
Hay, tons.....	5,522	5,335	1,934	1,647
Flour, barrels.....	168,260	216,120	146,726	177,094
Malt, bushels.....	55,042	66,286	39,129	41,522

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month of January, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, centals.....	1,232,665	1,310,080	1,219,323	1,661,296
Corn, ".....	32,570	13,645	1,328	9,595
Oats, ".....	35,545	85,720	5,349	2,944
Barley, ".....	178,260	200,033	144,102	251,154
Rye, ".....	1,015	5,950	199	.....
Flaxseed, centals.....	712	1,884	.....	.....
Hay, tons.....	9,487	8,610	544	357
Flour, barrels.....	129,473	126,643	65,110	74,870

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of January, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	87,000	161,400	61,200	145,200
Corn, bushels.....	1,688,250	3,037,750	447,750	1,127,810
Oats, bushels.....	806,700	1,451,600	1,148,600	1,387,450
Barley, bushels.....	177,400	333,200	139,500	280,000
Rye, bushels.....	15,600	18,600	4,800	12,600
Mill Feed, tons.....	210	1,290	6,858	7,258
Seeds, pounds.....	150,000	210,000	156,200	90,000
Broom Corn, pounds.....	60,000	120,000	67,800	141,000
Hay, tons.....	3,020	10,120	1,410	3,220
Flour, barrels.....	23,450	25,500	22,650	27,750
Spirits and Liquors, bbls.....	495	1,115	17,765	14,487
Syrup and Glucose, bbls.....	3,050	950	48,545	44,042

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the month of January, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	443,347	585,150	84,240	135,570
Corn, bushels.....	52,650	148,200	13,650	10,400
Oats, bushels.....	397,000	621,000	294,795	382,200
Barley, bushels.....	973,945	1,084,360	374,722	294,700
Rye, bushels.....	219,750	75,270	10,800	12,000
Grass Seed, pounds.....	891,735	350,410	922,300	329,090
Flaxseed, bushels.....	30,165	28,585	19,525	26,580
Hay, tons.....	1,587	2,518	198	601
Flour, barrels.....	288,300	285,450	376,809	386,839

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the month of January, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	3,206,670	6,872,500	539,840	583,450
Corn, bushels.....	251,190	248,840	23,500	81,730
Oats, bushels.....	1,332,040	767,080	649,850	612,180
Barley, bushels.....	244,320	58,360	90,580	19,210
Rye, bushels.....	114,750	28,310	92,060	55,940
Flaxseed, bushels.....	100,600	101,880	26,720	74,840
Hay, tons.....	1,803	1,573	35	87
Flour, barrels.....	11,094	9,732	815,702	962,218

RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the month of January, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	937,350	1,561,506	4,393	93,654
Corn, bushels.....	4,154	58,710	.....	370
Oats, bushels.....	857,142	119,433	3,158	23,014
Barley, bushels.....	250,092	47,840	5,262	10,302
Rye, bushels.....	201,637	13,665	714	744
Grass seed, pounds.....	.....	.....	.....	.....
Flaxseed, bushels.....	121,526	.....	.....	617
Flour, barrels.....	.....	.....	.....	.....
Flour production Duluth and Superior.....	132,740	188,715	117,210	187,565

RECEIPTS AND SHIPMENTS AT KANSAS CITY.

The receipts and shipments of grain and hay at Kansas City, Mo., during the month of January, as compared with the same period of the preceding year, were, according to E. D. Bigelow, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, cars.....	543	717	487	.....
Corn, cars.....	2,417	2,310	958	.....
Oats, cars.....	303	1,3	227	.....
Barley, cars.....	.....	10	.....	.....
Rye, cars.....	13	1	24	.....
Flaxseed, cars.....	9	7	1	.....
Hay, cars.....	814	1,562	365	.....
Flour, cars.....	.....	.....	100	.....
Bran, cars.....	9	6	30	.....

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during January, 1897 and 1896, of seeds, hay and broom corn:

Receipts.	Timothy lbs.	Clover, lbs.	Other Grass Seeds, lbs.	Flax-seed, hu.	Broom Corn, lbs.	Hay, tons.
1897.....	2,760,682	771,922	609,617	385,220	419,470	25,938
1896.....	2,443,303	369,885	877,432	568,316	2,079,570	49,508
Shipments	.....	.....	.....	.....	.....	.....
1897.....	2,968,712	2,271,890	1,147,683	122,469	424,343	1,784
1896.....	3,791,896	914,552	719,622	239,553	900,066	15,975

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of January, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1897.	1896.	1897.	1896.
Wheat, bushels.....	364,170	743,920	571,555	466,804
Corn, bushels.....	3,040,336	1,265,380	2,088,878	709,052
Oats, bushels.....	759,422	607,367	239,321	391,210
Barley, bushels.....	203,250	252,803	5,130	6,050
Rye, bushels.....	23,800	11,208	51,981	17,690
Hay, tons.....	11,070	38,010	4,726	19,126
Flour, barrels.....	95,900	101,550	115,796	146,137

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector E. J. Noble, the grain received at Chicago during the month of January, 1897, was graded as follows:

WINTER WHEAT.

Railroad.	White.			Hard.			Red.				No G'de.
	2	3	4	1	2	3	1	2	3	4	
C. B. & Q.			1		1	15		10	16	25	
C. R. I. & P.					1	13		2	6	15	
Chicago & Alton					9	9			1	2	1
Illinois Central					3			2	1	6	
Freeport Div., I. C.									2	2	
Galena Div., C. & N. W.					2	4			3		
Wis. Div., C. & N. W.	1	1						15	10		
Wabash								1	1	1	1
C. & E. I.										7	
C. M. & St. P.	11	11	4		4	1		29	21	21	
Wisconsin Central								1			
Chicago & Great West.						2			1	1	
A. T. & S. Fe.						1		2	3	4	
E. J. & E.									42		
Through and special						1		2	2	5	
Total each grade	12	12	5		20	46		64	109	89	2
Total winter wheat			29			66					264

SPRING WHEAT.

Railroad.	Colo- rado.		Northern.	2			No Grade.	White.			Mixed Wheat.
	2	3		2	3	4		2	3	4	
C. B. & Q.	1					26	4	2			
C. R. I. & P.			1			24	35	1			
Chicago & Alton											
Illinois Central											
Freeport Div., I. C.						1	13				
Galena Div., C. & N. W.	8					3	149	55	2		
Wis. Div., C. & N. W.	2						2		1		1
Wabash							1				
C. & E. I.											
C. M. & St. P.				2	88	12			1		2
Wisconsin Central							1				
Chicago & Great West.							3				
A. T. & S. Fe.							1				
E. J. & E.						1		14			
Through and special			5	4		1					
Total each grade	11		6	12	305	121	20		1	1	3
Total spring wheat	11						464		1		4

CORN.

Railroad.	Yellow.		White.		2			No Grade.
	2	3	2	3	2	3	4	
C. B. & Q.	57	335	8	25	51	445	364	12
C. R. I. & P.	33	60		8	54	81	71	30
Chicago & Alton	46	253	1	60	36	286	93	2
Illinois Central	72	402	16	33	21	94	27	1
Freeport Div., I. C.	7	4	1		10	3	23	
Galena Div., C. & N. W.	14	92	2		39	75	164	29
Wis. Div., C. & N. W.		5			1		3	
Wabash	9	107	1	48	1	100	28	2
C. & E. I.	16	555	10	157	7	262	91	
C. M. & St. P.	8	37		1	18	73	68	45
Wisconsin Central								
Chicago & Great West.	1	18	1	2	31	85	12	2
A. T. & S. Fe.	27	284	3	47	19	163	60	
E. J. & E.	2	61		10	7	111	16	
Through and special	4	47		13		55		
Total each grade	296	2260	43	404	295	1833	1020	123
Total corn								6,274

OATS AND RYE.

Railroad.	OATS.						RYE.		
	White.			Wt C.*	No Grade.	2	3	No Grade.	2
	1	2	3						
C. B. & Q.		5	181	1	358			45	3
C. R. I. & P.		153	1	468		24	14	22	
Chicago & Alton			3	8	141			1	
Illinois Central			13	15	439			3	
Freeport Div., I. C.		74	137	15	102			1	8
Galena Div., C. & N. W.		20	835	27	154			5	45
Wis. Div., C. & N. W.		62	159	3	10	1		7	
Wabash		2	2	10	133			12	4
C. & E. I.		1	2	5	184			1	4
C. M. & St. P.		63	507	44	187	1		4	46
Wisconsin Central		1	10					2	
Chicago & Great West.		3	114	22	44			4	5
A. T. & S. Fe.		3	35	22	92			2	
E. J. & E.			11		76			1	
Through and special		1	1		9			1	3
Total each grade	235	2163	183	2397		2	55	185	99
Total oats and rye.						5,035			284

* White Clipped.

BARLEY.

Railroad.	BayBrewing, Chevalier.		No Grade.			Total No. Cars all Gr'n by Roads
	3	3	2	3	4	
C. B. & Q.				31	36	3
C. R. I. & P.				83	99	39
Chicago & Alton						5
Illinois Central						1,151
Freeport Div., I. C.				47	117	3
Galena Div., C. & N. W.				178	56	4
Wis. Div., C. & N. W.			2	181	24	3
Wabash						495
C. & E. I.						468
C. M. & St. P.				387	102	10
Wisconsin Central				2		17
Chicago & Great West.				30	17	2
A. T. & S. Fe.				1	5	1
E. J. & E.					5	359
Through and special				2		161
Total each grade		2	942	461	66	7
Total barley						13,910
Total grain, cars						1,478

DESTINATION OF AMERICAN
WHEAT EXPORTS.

The last report of the Bureau of Statistics shows the destination of the wheat exported from this country to be as follows:

Countries.	Month ending Dec. 31.		Twelve months end- ing Dec. 31.	
	1896.	1895.	1896.	1895.
United Kingdom	6,408,873	4,560,473	57,167,269	49,785,056
Germany	198,030	118,680	2,884,220	1,025,795
France		16,726	210,634	912,633
Other Europe	568,741	808,427	9,997,973	10,496,070
British North America	222,322	26,073	5,256,850	3,754,732
Mexico	11		1,083	2,734
Central American States and British Honduras	9,333	1,133	84,561	63,216
West Indies and Ber- muda	10	843	5,974	13,102
Other South America	162,061	580	164,785	5,245
British Australasia	773,721	177,756	3,178,090	214,422
Other Asia and Oceania	27,409	1,320	984,289	27,601
Africa	753,525	217,926	3,800,101	504,057
Other countries				23
Total bushels	9,124,006	5,929,937	83,755,829	66,804,636

DESTINATION OF AMERICAN
CORN EXPORTS.

The last report of the Bureau of Statistics shows the destination of the corn exported from the United States to be as follows:

Countries.	Month ending Dec. 31.		Twelve months end- ing Dec. 31.	
	1896.	1895.	1896.	1895.
United Kingdom	7,648,532	5,804,701	57,169,336	34,710,750
Germany	1,989,668	1,498,210	20,268,004	7,825,097
France	277,568	894,564	5,021,757	2,425,853
Other Europe	3,024,001	2,083,992	27,614,227	10,352,258
British North America	115,384	202,713	9,389,990	4,972,625
Mexico	1,236,865	95,117	7,372,901	495,579
Central American States and British Honduras	6,730	2,971	77,911	96,847
Cuba	7,892	7,205	429,067	185,789
Puerto Rico			695	100
Santo Domingo			1,617	1,743
Other West Indies and Bermuda	57,642	61,065	657,570	647,034
South America	3,438	7,695	48,358	101,673
Asia and Oceania	134,268	6,428	155,512	20,673
Africa	553,629	82,597	3,748,720	116,874
Other countries			4,864	4,393
Total bushels	15,060,617	10,747,318	131,960,530	61,956,638

WHEAT RECEIPTS AT PRIMARY
MARKETS.

The wheat receipts at nine primary markets during the thirty-two weeks ending Feb. 6, for the last three years, according to the Cincinnati Price Current were as follows:

	1896-7.	1895-6.	1894-5.
St. Louis	9,899,000	9,926,000	8,378,000
Toledo	6,624,000	5,344,000	12,988,000
Detroit	2,507,000	1,784,000	3,396,000
Kansas City	6,333,000	6,948,000	5,831,000
Cincinnati	758,000	775,000	735,000
Winter	26,121,000	24,777,000	34,328,000
Chicago	16,808,000	19,151,000	21,514,000
Milwaukee	6,051,000	7,443,000	4,507,000
Minneapolis	43,357,000	57,783,000	38,382,000
Duluth	38,152,000	43,324,000	27,275,000
Spring	107,368,000	127,701,000	91,678,000
Total, bus. 32 weeks	133,489,000	152,478,000	123,006,000

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 18 months ending with January, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1896-97.	1895-96.	1896-97.	1895-96.
August	1,770,160	1,257,850	1,060,659	538,860
September	1,627,480	1,799,050	1,369,514	1,159,128
October	2,014,920	1,957,450	515,159	1,026,467
November	874,640	1,202,300	259,916	462,422
December	613,272	817,650	5,692,037	452,984
January	362,500	493,900	230,267	214,513
February		359,700		189,892
March		384,450		303,301
April		247,500		259,137
May		273,350		447,311
June		237,600		257,531
July		409,750		546,239
Total bushels	7,292,972	9,458,550	9,157,552	5,857,785

Country corn buyers could get a fair price for last year's corn if they would dry it. By placing a few shelves slanting toward one another in an unused bin and blowing air through the corn as it fell down over the shelves they would greatly reduce the moisture and raise the grade of the grain.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Feb. 12, 1897, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, Bu.	Oats, bu.	Rye, bu.	Barley, Bu.
Albany.....		30,000	125,000		10,000
Baltimore.....	280,000	1,958,000	551,000	369,000	
Boston.....	685,000	995,000	258,000	1,000	16,000
Buffalo.....	1,621,000	112,000	232,000	135,000	1,188,000
do. afloat.....	334,000	225,000	261,000	95,000	
Chicago.....	11,617,000	6,977,000	5,594,000	1,463,000	162,000
do. afloat.....	200,000	2,639,000	582,000		84,000
Cincinnati.....	6,000	1,000	9,000	8,000	133,000
Detroit.....	302,000	99,000	11,000	34,000	45,000
Duluth.....	3,844,000	18,000	1,740,000	681,000	772,000
do. afloat.....	402,000			53,000	
Indianapolis.....	137,000	58,000			
Kansas City.....	469,000	158,000	204,000	16,000	
Milwaukee.....	303,000	4,000	6,600	427,000	111,000
do. afloat.....					95,000
Minneapolis.....	18,061,000	55,000	758,000	58,000	69,000
Montreal.....	446,000	24,000	295,000	52,000	56,000
New York.....	3,599,000	4,631,000	1,851,000	295,000	386,000
do. afloat.....	1,052,000	464,000	74,000	8,000	82,000
Oswego.....	27,000				47,000
Peoria.....	161,000	413,000	276,000	26,000	59,000
Philadelphia.....	503,000	1,169,000	85,000		
St. Louis.....	1,295,000	2,919,000	316,000	31,000	6,000
do. afloat.....		84,000			
Toledo.....	1,103,000	1,291,000	179,000	1,190,000	
do. afloat.....	209,000				
Toronto.....					
On Canals.....					
On Lakes.....					
On Miss. River.....		60,000	23,000		
Total.....	48,658,000	24,394,000	13,494,000	3,901,000	3,382,000
Corresponding date 1896.....	65,926,000	11,960,000	6,958,000	1,553,000	2,295,000

ELEVATOR

GRAIN NEWS

An elevator is wanted at Armstrong, Mo.
 Another elevator will be erected at Baltimore.
 The elevator at Dutton, Mich., has been closed.
 An elevator is being erected at Alma Center, Wis.
 M. W. Wright will erect an elevator at Danville, Ill.
 John Whitney has opened a grain and feed store at Putney, Vt.
 A 20-ton cottonseed oil mill may be erected at Westville, Tenn.
 Farmers in the vicinity of Walnut, Ill., will erect an elevator.
 J. L. Ginn & Son will erect an elevator at Jamestown, Ohio.
 There are over 150,000 bushels of corn in cribs at Narka, Kan.
 The Flexner Distilling Co. of Louisville, Ky., has been dissolved.
 There is talk of establishing a farmers' elevator at Watseka, Ill.
 Van Schoiack & Rickey have sold their elevator at Elliott, Iowa.
 William McCulla is completing a new elevator at California, Iowa.
 The C. M. & St. P. elevator at Eagle, Wis., is being remodeled.
 The Wabash Railroad is erecting an elevator at West Point, Ind.
 John Russ has engaged in the grain business at West Fairlee, Vt.
 The Farmers' Elevator Co. of Reston, Man., has been incorporated.
 The Northern Grain Co.'s elevator at Manitowoc, Wis., is completed.
 McCready & Hitt are erecting an elevator at Clark's Lake, Mich.
 The H. J. O'Neill Grain Co. has closed its elevator at Ostrander, Minn.
 There is talk of building an elevator and flouring mill at De Soto, Ill.
 Louis Pelze will build an elevator at Kinbrae, Minn., in the spring.
 It is reported that another elevator will be erected at Port Huron, Mich.
 B. W. Fitzwater is erecting an elevator and corn dump at Windsor, Ill.
 Anderson & Shaffer have completed their new elevator at Hamilton, Ohio.
 Dr. R. S. Portwood has purchased the old Reddick grain office at Saybrook, Ill.
 J. D. Flanagan of Industry, Iowa, is building additional cribs at that place.
 A. C. Winterfield intends to build an elevator at Harris, Iowa, in the spring.
 Wright & Wright have purchased L. C. Boaddus' grain business at Varna, Ill.
 McKilliss & Stevens have engaged in the grain business at Norway, Maine.
 C. E. Wagar has purchased L. Triem's grain business at La Porte, Iowa.
 Christ Oelke has commenced work on the erection of an elevator at Paul, Neb.
 Engel & Hirsch have succeeded Philip Engel, grain dealer at Scotland, S. D.
 O. S. Rogers, dealer in grain, etc., at Essex, Conn., is erecting a grain warehouse.
 Kauffman Bros. grain storage building at Cissna Park, Ill., has been completed.
 R. Vanderveen has succeeded the Coöperative Grain Co. of Wessington, S. D.
 McCoy & Hight have completed and started their new elevator at Dalton City, Ill.
 The A., T. & St. Fe R. R. will erect a 1,000,000-bushel elevator at Topeka, Kan.
 J. J. McNally and others will establish a cottonseed oil mill at Little Rock, Ark.
 E. O. Reid & Co. contemplate erecting an elevator at Clinton, Ky., of 60,000 to 80,000 bushels' capacity.
 It is expected that work will soon begin on the enlargement of the Texas Star Flour Mills elevator at Galveston, Texas, which is to be increased from

400,000 to 700,000 bushels' capacity. A good deal of new machinery will be put in.

Geo. A. Brown & Co. have engaged in the grain and flour business at Bath, Maine.

V. R. St. John of Mt. Pulaski, Ill., is now conducting the grain business at Easton.

J. C. Horne has purchased the grain business of Geo. N. Lavender at Milford, Mass.

Northrup & Ashby, grain dealers of Palouse, Wash., have dissolved partnership.

The St. Anthony & Dakota Elevator Co.'s elevator at McIntosh, Minn., has been closed.

C. P. Dewey will build a 100,000-bushel corn crib at his feed yards at Manhattan, Kan.

J. W. Warren has succeeded J. N. Stallings & Pro., grain dealers of Terrell, Texas.

Mike Weidener is reported to be doing a rushing grain business at Claytonville, Ill.

Miller Bros. have succeeded J. N. Miller, dealer in grain and implements at Royse, Texas.

E. Lloyd has succeeded Wilmoth & Lloyd, dealers in grain and live stock at Altoona, Kan.

The Hanover Distilling Co. of Peoria, Ill., has been placed in the hands of a receiver.

Weld & Beck, grain dealers of Southbridge, Mass., will build a storehouse 40x50 feet in size.

J. W. A. Hayes has started the Jewett Elevator at Ipswich, Mass. C. M. Jewett is manager.

The Alliance Milling Co. of Sherburne, Minn., will erect a 25,000-bushel elevator next spring.

Wm. H. Hoffman has succeeded to the grain business of D. N. Leiby, New Tripoli, Pa.

Shehan & Son have completed and are now operating their new elevator at Wamego, Kan.

The Lawrenceburg Roller Mill Co. will build a 10,000-bushel elevator at Lawrenceburg, Ky.

Lang & Burger have succeeded Schermerhorn & Lang, dealers in grain, etc., at Kahoka, Mo.

The firm of Hammett Bros., dealers in grain, coal, etc., at Schroyer, Kan., has been dissolved.

There is a movement on foot for the erection of a cottonseed oil mill at San Antonio, Texas.

C. K. Brittenham has erected a grain office at Rugby, Ill., where he will engage in business.

Allyn Bros. are erecting an office and engine room at their new elevator at Madison Lake, Minn.

W. A. Garbo, dealer in lumber, etc., at Fitchburg, Mass., is building a grain house at that place.

A gasoline engine has been put in the Middle Division Elevator Co.'s elevator at Charlotte, Ill.

John Bartle has purchased the elevator at Mitchell, Iowa, formerly owned by Caleb Stock.

The Standard Grain Co. of Superior, Wis., has increased its capital stock from \$5,000 to \$25,000.

John M. Camp, dealer in grain and coal at Bement, Ill., is having an elevator erected at that place.

The Louisville & Nashville R. R. is preparing to erect a grain storage elevator at Pensacola, Fla.

Powers & Jones, dealers in grain and groceries at Lynnville, Ind., have sold their general store.

The Farmers' Elevator Co. has commenced work on the erection of an elevator at Northfield, Minn.

Edw. Mahoney, formerly of Jacobs, Ind., has engaged in the grain business at Washington, Ind.

E. E. Gard, dealer in grain and coal at Tremont City, Ohio, is reported to be doing a large business.

The firm of Geo. H. Rover's Sons, dealers in grain and hay at Cincinnati, Ohio, has gone out of business.

The W. T. Keyes Grain Co. has been organized at Riverdale, Neb., to engage in buying and shipping grain.

The elevator at Caledonia, Mich., has again been put in operation, under the management of Geo. N. Davis.

An elevator will be erected at Litchfield, Kan., to take the place of the one destroyed by fire last spring.

It is reported that D. E. Richardson of Chicago will build a 1,000,000-bushel elevator at Galveston, Texas.

Burditt Bros., elevator and feed mill at Rutland, Vt., which were burned some time ago, are being rebuilt.

C. M. Weeks has taken possession of the elevator at Knoxville, Ill., formerly operated by G. T. Parmenter.

The directors of the Peoria Grape Sugar Co. of Peoria, Ill., have been instructed by the stockholders of the company to secure plans for increasing the

capacity of the plant from 15,000 to 25,000 bushels of grain per day. The company manufactures glucose.

J. H. McFadden has engaged in the grain business at Scales Mound, Ill., where he has succeeded S. T. Napper.

Jefferson Hoagland has removed from Coles, Ill., to Mattoon, where he will operate Harwood & Co.'s elevator.

S. L. Bolter expects to erect a building at Leeds, Mass., and engage more extensively in the grain business.

The Chicago Dock Co. now has 17 steel tanks at Chicago, which have a capacity of 500,000 bushels of grain.

Bailey & Connett, grain dealers of Baileyville, Kan., are erecting an elevator, which will soon be completed.

Turney Bros., produce dealers at Bridgeport, Conn., have engaged in the grain, hay and straw business also.

The President of the Commercial Exchange of Baltimore, Md., says that more elevators are needed at that place.

F. Kraus & Co. of Milwaukee, Wis., are now operating the Grand Trunk Elevator at Grand Haven, Mich.

James Ennis of Walnut, Ill., has succeeded the firm of Ennis & Kessler, grain dealers, Mr. Kessler having retired.

Kirchoff Bros. have purchased and will operate Werthwein & Zimmer's elevator and feed store at Hampshire, Ill.

George Moore and Oley Yeagley have formed a partnership at Waldron, Ohio, and engaged in the grain business.

A receiver has been appointed for the firm of E. S. Murray & Co., grain commission merchants of Chicago, Ill.

F. G. Donahue & Co., grain dealers of Little Rock, Ark., will erect a large grain warehouse on railroad land at that place.

Weinert & Schottler have succeeded John Cronan & Co., grain dealers and general merchants of Rose Creek, Minn.

Hertz & Keever, grain dealers of Kansas City, Mo., have dissolved partnership, A. C. Keever continuing the business.

The Southern Illinois Milling Co. of Murphysboro, Ill., will soon begin the erection of a 75,000-bushel elevator at that place.

The Rothschilds Grain Co. of Minden, Iowa, will add a new boiler to the steam plant which furnishes power for its elevator.

Lee Long is at the head of a stock company which is preparing to erect a grain elevator and flouring mill at Gas City, Ind.

H. W. Briggs & Co., dealers in grain and flour at Newport, R. I., have completed and are now operating their new elevator.

S. B. Fritz has purchased A. T. Bennett's grain business at Manning, Iowa, and is operating the Northwestern Elevator.

Albert Kirchstein has purchased the business of Steele & Son, grain and produce commission merchants of Alpena, Mich.

The Illinois Central Railroad is reported to be contemplating arrangements for the erection of an elevator at Paducah, Ky.

Mike Minahan, Mike Finerty and Lafferty have engaged in the grain business at Neola, Iowa. They have an office and scales.

Ireton Bros., dealers in grain, etc., at Camden, Ohio, are negotiating for a site at Middletown, on which to build an elevator.

J. W. McMillen, grain merchant of Cavett, Ohio, has purchased A. H. Wallis' elevator at Scott, and now operates three houses.

Charles Flora of Flora, Ind., is said to be figuring on a contract to build an elevator of 500,000 bushels' capacity at Toronto, Ontario.

E. W. Eams, of the Electric Elevator Co., Buffalo, says that the company will probably not build, but buy an elevator at that place.

Norris & Norris, general grain dealers at Macy, Ind., assigned to Charles Savage recently. Liabilities, \$12,000; assets, \$8,000.

The Interstate Elevator Co. is building corn cribs at Ida Grove, Iowa, where P. E. Lund, manager of the company's business at that place, is buying corn.

The H. E. Owen Grain Co. has been incorporated at Norfolk, Va., to buy and sell grain. Capital stock \$1,000 to \$5,000; The officers are H. E. Owen, president; F. J. Winkler, secretary and treasurer. These,

with W. B. Cheek of Norfolk, Owen Owen of Washington, D. C., and R. S. Weaver of Norfolk, compose the board of directors.

H. A. Johnson has succeeded the firm of Johnson & Omlie, grain dealers of Grafton, N. D., O. M. Omlie retiring from the business.

T. S. Paugh, formerly of Bement, Ill., has purchased J. R. Reeser's elevator at Lodge, where he will engage in the grain business.

R. J. Smith, dealer in grain and implements at Metcalf, Ill., will erect another elevator on the site recently purchased by H. G. Epps.

Heyman & Latham, flour millers of Monroeville, Ohio, have purchased and are operating C. P. Schied's elevator at Havana, Ohio.

The Farmers' Elevator Co. of Clitherall, Minn., is said to be negotiating for the purchase of Morstad & Co.'s elevator at the same place.

W. G. Snodgrass has bought a half interest in the firm of Henderson & Fullington, dealers in grain and coal at Marysville, Ohio.

C. Lanrence of Madison, Wis., has purchased the Lange warehouse at Sickle, which he will use in his business of buying grain, hides, etc.,

Noble & Noble, formerly of Champaign, Ill., have engaged in the grain business at Foosland, and are operating Boulware & Co.'s elevator.

The Alliance Milling Co. of Sherburne, Minn., is considering the question of erecting an elevator at Sherburne and a flat house at Alpha.

It is reported that W. H. Bosley and others of Baltimore will erect an elevator at Queenstown, Md., of about 300,000 bushels' capacity.

The Panhandle Railroad has removed its Jumbo grain transfer car from Chicago to Cincinnati, where it is said to be greatly needed.

Citizens of Elkton, Mich., are negotiating for the establishment of a flax mill at that place. A large amount of flax is grown in the vicinity.

The Rochester Flax Co. has established a flax mill at Rochester, Minn., which is being operated by Carl Stoner, an experienced flax man.

The Farmers' Elevator Co. of Pine Island, Minn., held its annual meeting recently, and elected L. Ferber president, and B. T. Vessey secretary.

A burglar who recently broke into the store of Clark Bros., dealers in hay and grain at Cambridge, Mass., was caught in the act and arrested.

Sutherland & Schultz, grain dealers of Astoria, Ill., expect to erect an elevator at Lewistown, where Burgett & Reigle will buy grain for them.

Fred Kinney, who was formerly engaged in the grain and flour business at Montpelier, Vt., has engaged in same business at Plymouth, Mass.

It is said that the Chicago & Northwestern R. R. contemplates erecting an elevator of 1,000,000 bushels' capacity at Manitowoc, Wis., in the spring.

B. F. Hottel of Denver, Colo., has purchased and will operate the 75,000-bushel elevator formerly belonging to the Harmony Milling & Elevator Co.

The Match Bros. & Trnax Co., dealer in grain and hardware at Mt. Vernon, S. D., has been dissolved, and Mr. Trnax will conduct the grain business.

The firm of Fickle & Riley, grain dealers of West Ridge, Ill., has been dissolved. Mr. Fickle has purchased Mr. Riley's interest, and is continuing the business.

D. A. Robinson, elevator architect and builder is making plans for a 2,000,000-bushel steel elevator to be erected at Buffalo, N. Y., by the Great Northern Railway Co.

John S. Metcalf of John S. Metcalf & Co., elevator architects and engineers of Chicago, says that the new elevator at Portland, Maine, will be completed by March 10.

The Bayport Mercantile Co. has placed in its elevator at Bayport, Mich., a feed mill for grinding ear corn and small grain. The company does a large feed business.

Mooré Bros., who have completed their new elevator at Humboldt, Ill., have equipped it with elevator machinery bought of the B. S. Constant Co. of Bloomington.

The Omaha Elevator Co. has notified the farmers of Polk County, Neb., that it will take all the corn they take in, and that it will build cribs sufficient for this purpose.

The B. S. Constant Co. of Bloomington, Ill., has made plans for an elevator to be erected at Manilla, Ind. L. J. McMillan of Lafayette, Ind., will superintend the work.

A large amount of grain was handled at Prescott, Ont., the past season, and this, in connection with the fact that the Montreal Transportation Co. finds it difficult to secure suitable elevator facilities at Kingston, has led to negotiations looking to

the removal of that company's shipping business to Prescott. Brockton also is in view as a suitable shipping point.

The Middle Division Elevator Co. of Chicago has opened an office in New Orleans, where J. I. Best has taken charge of the company's export business.

Alexander & Nethercut, dealers in grain, feed, implements, etc., at Whitewater, Wis., assigned recently with liabilities and assets each about \$1,500.

E. E. Miller, dealer in grain and hay at Nova, Ohio, has taken his son into partnership and the firm is conducting business under the firm name of E. E. Miller & Son.

Mickelwait & Young's new elevator at Macedonia, Iowa, has been completed, and in celebration of that event a reception was given to the ladies at the new building.

J. B. M. Kehlor of St. Louis will erect a 500,000-bushel elevator at Litchfield, Ill., where it will be exempt from taxation for 10 years, with free water and sewer privileges.

The Farmers' Mercantile and Elevator Co. of Northfield, Minn., has been organized to build an elevator early in the spring, and subscriptions are being taken for that purpose.

The Toledo Elevator Co. of Toledo, Ohio, has elected the following officers: President, F. O. Pad-dock; vice-president, J. H. Bowman; secretary and treasurer, James Hodge.

H. E. Taylor has bought the interest of Mr. Richmond in the firm of Starr & Richmond, dealers in grain and hay at Enterprise, Kan. The name of the new firm is Starr & Taylor.

Geo. M. Filstead of Erie, Pa., writes us: "There is some talk of the Anchor Line building a grain storage house here next summer, but it is hard to say whether it will materialize."

Wm. M. Wood, grain dealer of Gardiner, Maine, has purchased the grain and feed business of Dingley Bros., at the same place, which he will carry on in connection with his own.

The Prescott Elevator Co. of Prescott, Ont., is increasing the capacity of its elevator from 500,000 to 1,000,000 bushels, and the work will be completed in time for spring business.

G. W. Wagoner, who conducts a grain and saw milling business at Stony Ridge, Ohio, announces that he will close his sawmill in the spring and give all his attention to his elevator.

The grain business formerly carried on by Jacob Hollenbeck, at Mayville, Mich., is being continued by A. E. Hollenbeck, who is also operating the elevator. Jacob Hollenbeck died recently.

Perry Money-maker, formerly in the grocery business at Pekin, Ill., is now engaged in the grain business at Hopedale, having traded his grocery stock for A. C. Snyder's elevator at that place.

Chas. Counselman has leased the Pennsylvania Railroad Elevator at Jersey City, N. J., and will operate it. The report that he would lease the Anchor Elevators at Erie, Pa., is denied.

The elevators of Saline, Mich., have been closed for a long time, and there has been no grain business done; but now it is announced that one of the elevators may be opened in the spring.

The firm of H. J. Resseguie & Son, dealers in grain, flour and feed at Northville, N. Y., has been dissolved. C. H. Resseguie retires from the firm and H. J. Resseguie continues the business.

The B. S. Constant Co. of Bloomington, Ill., recently sold to W. E. Kreider, grain dealer of Tonica, Ill., one of its No. 3 Constant Dust Collectors, which will take the dust from three stands of elevators.

Bachelor & Richards of Durand, Wis., have purchased the Gund warehouse and fitted it up for handling grain. A scale and other machinery has been put in, and the firm is now handling grain and seeds.

The report that the Harry & Hoffman Grain Co. of Enterprise, Kan., had assigned is erroneous. The fact is, C. H. Kohler has been appointed receiver for the W. D. Harry Grain Co. of McPherson, Kan.

James Stewart of James Stewart & Co., engineers and contractors, said in a recent interview at New Orleans, that another elevator may soon be erected at a gulf port which will be larger than any in that city.

The Empire Mill Co. has been incorporated at Columbus, Ga., with a capital stock of \$100,000 for the purpose of erecting and operating grain elevators, warehouse, mills, etc. The incorporators are G. W. Woodruff, Joel Hurt, E. Woodruff and others.

The stockholders of the Kewanee Grain Elevator Co. of Kewanee, Ill., met recently and elected directors as follows: G. A. Anthony, M. C. Quinn, Frank Whiffen, Elias Lyman and Fred E. Terry. The directors met and chose officers as follows: President, G. A. Anthony; vice-president, Elias

Lyman; secretary and treasurer, Fred E. Terry. The capital stock of the company is \$3,500. The company's building is at present rented to M. C. Quinn.

The Farmers' Mercantile and Elevator Co. has been organized at Dennison, Minn., with a capital stock of \$3,000, to erect an elevator. William Hildebrandt was elected president, and I. Farnecop secretary.

A corn sheller in the Turner-Hindnt Co.'s elevator at Pekin, Ill., broke recently, and before it could be fixed there were 20 teams waiting at the door. In one day recently the firm handled over 200 loads of corn.

The firm of Thompson, Sons & Co. has been organized at Brandon, Man., and engaged in the grain business. Mr. Thomas Thompson, the managing partner, is well known in the grain trade of Manitoba.

The largest consignment of grain ever sent from St. Paris, Ohio, was shipped on January 15. It was composed of 18,000 bushels of corn, loaded into nine cars and shipped by McMorran Bros. to Baltimore.

The Farmers' Elevator Co. of St. Louis, Mo., recently elected the following directors: W. T. Anderson, D. O. Kalk, L. G. Kammerer, Henry S. Muller, W. D. Orthwein, F. Schwartz and Chris. Sharp.

D. S. Perry & Co., dealers in broom corn and supplies at Urbana, Ohio, are remodeling a building at that place, where they will carry on business. The company's business is said to have doubled in the past year.

Harry K. Cummings, of the firm of Leonard & Cummings, grain and oil merchants of Philadelphia, Pa., is reported to have assigned recently, and it is said that the liabilities will exceed the assets by about \$100,000.

The stockholders of the Cameron Elevator Co. of Cameron, Ill., met recently and reflected the old Board of Directors, as follows: S. B. Armstrong, Aaron Bowers, Geo. Bruington, S. W. Shelton and W. C. Whitman.

E. F. Bnmann, grain dealer of Bunker Hill, Ill., who assigned recently, with assets of \$4,800, and liabilities of \$16,200, has received proffers of accommodation from some of his principal creditors, and may resume business.

Royson Ross has purchased the interest of his partner, O. A. Streater, in the grain and elevator business at Akron, Iowa, and will conduct it in his own name. Mr. Streater may remain in the grain business by himself.

The directors of the Galveston Wharf Co. of Galveston, Texas, have decided to move the site of the new elevator, the construction of which had been commenced, from the foot of Seventeenth Street to the foot of Twenty-seventh Street.

E. L. Everett & Co., grain merchants of Spokane, Wash., will build a large warehouse, and in connection with their grain business will conduct a wholesale and retail feed business, for which the necessary machinery will be put in.

It is announced that Simon Snyder, grain dealer of Newville, Pa., has purchased W. B. Oyler's warehouse at that place, and after remodeling it and putting in all necessary machinery will occupy it in carrying on the grain and coal business.

The C. W. Pearson Grain Co. has been incorporated at Rochester, N. Y., with a capital stock of \$5,000, to deal in farm products. The directors are George W. Prentice, Buffalo, and Charles W. Pearson and Arthur Warren, Rochester.

C. B. Benedict, dealer in grain, flour, etc., at Great Barrington, Mass., intends to erect in the spring a three-story brick building, which will be equipped for a grain storehouse. It will have elevators and other necessary grain handling machinery.

Al. Penneck has retired from the firm of C. M. Throop & Co., Aurora, Kan., and together with his father-in-law, E. F. Prince, has engaged in the grain business. The new firm has purchased and is now operating the Leocompt elevators at Aurora.

The Frick Export Co. has been incorporated at Baltimore, Md., with a capital stock of \$15,000, for the purpose of shipping grain, seeds and fruits. The incorporators are Frank Frick Jr., R. B. Clark, R. J. White, H. E. Frick Jr., and Eugene Greenway.

John Helmer, an old grain man of Cissna Park, Ill., has leased the two Conrad elevators at Claytonville, where he will buy grain. His son, William Helmer, will have charge of one of the elevators and Louis Wolff of Claytonville of the other.

At the recent annual meeting of the Farmers' Elevator Co. of Kenyon, Minn., a report was made showing the company to have a surplus of \$7,400, and a dividend of 25 per cent. was declared. The company may erect an additional grain warehouse. The following directors were elected: Hon. C. L. Brusletten, Otto Henkel, William R. Collister, Peter

Rnin. Peter B. Lee, Knut Sahl, A. T. Kjos, R. W. Ekkum, J. Davidson, William Shepard was retained as manager.

The Sheldou (Ill.) farmers are claiming great things for their coöperative elevator. Just wait until they have a heavy loss, and then who will pay the bill? The alliance plan has proved a failure wherever tried.—Enterprise, Kentland, Ind.

The McDonald Komers Co. has been incorporated at Spokane, Wash., with a capital stock of \$10,000, to conduct a grain and merchandise business. The incorporators are C. F. McDonald, J. F. Komers, J. P. M. Richards, R. L. Rutler and I. M. Foster.

At a recent meeting of the Exchange Elevator Co. of Buffalo, N. Y., the following directors were elected: C. A. Bloomer, George Sandrock, R. G. Cook, E. J. Hingston, Otto Milow, Charles J. North, H. L. Schaefer, Joseph Kam and C. B. Armstrong.

The stockholders of the Farmers' Union Elevator Co. at Oakland, Neb., recently voted on the question of selling out, the result being 88 for, 44 against. It is understood that while the directors favor selling, immediate action will not be taken.

Dalton Althouse of Coffeyville, Kan., writes us: "The H. L. Long Grain Co.'s new elevator is completed. The company does a large business in grain, seeds, hay and feedstuffs, buying at 75 stations on the Missouri Pacific, M., K. & T. and Santa Fé Railroads."

The Farmers' Elevator Co. of St. Peter, Minn., held its annual meeting at that place recently, at which the following officers were elected: Harlow Pettis, president and manager; Alva Pettis, treasurer; John S. Turritin, vice-president; Otto Bornemann, secretary.

J. Q. Adams & Co., grain merchants of Minneapolis, have for some time contemplated the erection of a large elevator at Seattle, Wash., and may soon decide to do so. If this is done a flouring mill will also be erected by the Centennial Milling Co. of Spokane.

The firm of Smith, Northam & Co., grain dealers of Hartford, Conn., was recently dissolved on account of the death of the senior partner. The surviving partners, Charles H. Northam and E. V. Mitchell, are continuing the business under the same firm name.

E. A. Brown and Charles Olds, his stepson, have formed a partnership and engaged in the grain commission business at Minneapolis, Minn., the firm name being E. A. Brown & Co. They have elevators in Southern Minnesota and Northern Iowa, and do an extensive business.

Merrill Bros., lumber and coal dealers of Milford, N. H., have engaged in the grain business. They have completed a new elevator of 10,800 bushels capacity, the power for which is furnished by a 25-horse power Westinghouse engine 500 feet distant from the elevator.

Hiram Marston of Long Rapids, Mich., and Frank A. McCoy of Alpena have organized a company under the firm name of Marston & McCoy to deal in grain, hay, feed, flour, wood, etc., at Alpena. They have leased quarters at that place, and are now carrying on business.

The annual meeting of the stockholders of the Louisville Public Warehouse Co. of Louisville, Ky., was held recently and the old board of directors re-elected, as follows: W. R. Ray, H. M. Burford, J. P. Helm, H. C. Rodes, W. G. Coldewey, J. F. Weller and A. S. Hughes.

F. R. Crompton has been appointed receiver of the West Superior Elevator & Storage Co. of West Superior, Wis. Liabilities are said to be \$1,000. The company did business through the elevator of the Russell-Miller Milling Co., which assigned recently, involving the storage company.

A new feed mill and elevator has been erected at Darlington, Pawtucket, R. I., and is operated under the management of Henry L. Fitts. The building is equipped for grinding meal and feed, besides a 60-bushel scale, two elevator legs, etc. There is storage capacity for 6,000 bushels of grain and also for hay.

Willis K. Folks, dealer in grain and seeds at Wellington, Kan., has established a branch grain office at Silao, Mexico, and has placed T. J. Burk in charge of it. Mr. Burk is already there selling grain to the Mexicans. Silao is a short distance above Mexico City in the mountainous districts of Central Mexico.

The Sheldon Elevator Co. has been incorporated at Sheldon, Ill., with a capital stock of \$4,000, to engage in the grain business. The incorporators are W. A. Wood, John Deaner and J. R. Russell. This is a farmers' company, and it has purchased R. G. Risser's 40,000-bushel elevator at Sheldon for \$3,750.

The stockholders of the Tradesmen's Grain Elevator & Storage Co. of Philadelphia, Pa., made a change in management at the recent annual meeting. The new officers are: President, H. D. Bulkley; secretary and general superintendent Samuel Kilpatrick; treasurer, T. L. Hibbard; and directors,

Wm. H. Addicks, Silas W. Pettit, George J. Lincoln, C. C. F. Bent, C. K. Lord, W. L. Woodward, Samuel Kilpatrick, J. K. Rainey and H. D. Bulkley. The company's offices will remain for the present in the Manhattan building, Fourth and Walnut Streets.

It is said that in view of the decision of the court denying the right of public warehousemen to deal in grain, and of recent heavy diversions of grain traffic to Gulf and South Atlantic ports, Armour & Co.'s contemplated project to erect at Chicago steel storage tanks of 1,000,000 bushels' capacity has been abandoned.

The old established grain and banking firm of C. C. Aldrich, which has been in business at McLean, Ill., for over thirty-six years, has changed its name to C. C. Aldrich & Son, but in all other respects the business will remain and be operated the same as before. Mr. Frank W. Aldrich, the junior partner, will take an active part in the business.

The firm of B. S. Tyler & Co., grain dealers of Decatur, Ill., has been incorporated with a capital stock of \$15,000 to deal in grain and coal. The incorporators are Barton S. Tyler, Thomas A. Bone, Frank L. Evans, Mr. Tyler and Mr. Bone have been in business together for some time. Mr. Evans has been connected with the grain firm of Dumont & Co.

The farmers near Coon Rapids have formed an organization and are considering the proposition of purchasing or building an elevator. The enterprise may prove a profitable one, but we have not heard of any grain man making much money of late years. It has been a struggle with them for existence just as it has been with everybody else.—Sentinel, Carroll, Iowa.

H. W. Buggs & Co. of Newport, R. I., have completed their 60,000-bushel elevator. The power is supplied by an electric motor. The machinery equipment consists of steam shovels, elevator legs, cleaners, car pullers, and facilities for supplying the local trade with feed and bagged grain, including a feed mill. The Macdonald Engineering Co. of Chicago had the contract.

The F. M. B. A. Elevator Co. of Highland, Ill., held its annual meeting recently, at which the following directors were elected: Albert Kleiuer, John O. Riegel and L. Metz. A. Labhardt will continue as manager, and in recognition of his good services the company presented him with \$25. The stockholders declared an annual dividend of 10 per cent., and it was decided to build a grain warehouse 40x60 feet in size.

A syndicate composed of L. H. Blanton, Arthur Gillette, V. T. Malott, H. Bates, H. Bates Jr., E. E. Perry, E. H. Evans and Fred Rush have purchased elevator "A" at Indianapolis, Ind., which was owned by J. C. Wright and others. The plant is to be enlarged and improved generally and made a modern elevator in every respect. V. T. Malott was elected president of the new company, Arthur Gillette, treasurer, and George S. Warren, secretary.

The Reorganization Committee of the St. Louis United Elevator Co. is meeting with trouble over a lease on the Central Elevator property, it being claimed by both first and second mortgage bondholders, the latter not being in the reorganization scheme. Second mortgage bondholders hold that the mortgage of the Merchants' Elevator Co., which covers the unexpired lease of the real estate, gives them the right to foreclose, and ask for an accounting and an order of foreclosure. Litigation is now in process on these grounds. Trouble is also looked for with other elevators. On account of all this a meeting of the Reorganization Committee on February 3 was adjourned for 60 days.

It is reported that Joseph W. Barber, who has been buying grain through a warehouse at Winnebago and Huntley, Minn., for some years, has left for parts unknown. In consequence of the unsettled price of wheat many farmers have been delivering their wheat to the elevators, and in place of selling the same at once have taken storage checks for their crops. Many farmers have their 1896 crops stored in Mr. Barber's Winnebago and Huntley warehouses, and now can find no one to cash their wheat checks. Mr. Barber has been dealing extensively in options on wheat, and it is reported that he has lost heavily in the past few months, and that he shipped out the farmers' stored wheat to make his losses good.

During the past year the Dodge Manufacturing Co. of Mishawaka, Ind., has furnished complete outfits for the following well known elevators: Churchill & Co., Buffalo, N. Y.; Fleischman & Co., Riverside, Ohio; New Orleans & Western R. R., New Orleans, La.; Mobile Terminal Elevator, Mobile, Ala.; Pad-dock, Hodge & Co., Elevator "C," Toledo, Ohio; L. S. & M. S. Railroad Transfer Elevator, Pennsylvania Railroad Co.'s Transfer Elevator, Chicago, Ill.; East Side Iron Elevator Co., Toledo, Ohio; Illinois Central Elevator, New Orleans, La.; C. W. Coen & Co., Rensselaer, Ind.; Hicksville Milling Co., Hicksville, Ohio. Also furnished all the machinery required in rebuilding of the elevators recently destroyed by cyclone in St. Louis, Mo., and East St. Louis, Ill., and

rebuilt by James Stewart & Co., contractors of St. Louis. In addition to the foregoing it furnished shafting, pulleys, shovels, etc., for the Michigan Central Railroad Transfer Elevator, Chicago, Ill.; McMoran Milling Co., Port Huron, Mich.; Chicago Dock Co., Chicago, Ill. Remodeled conveyors, transmissions, etc., in Toledo Elevator Co., Toledo, Ohio; Iron Elevator Co., Toledo, Ohio, and also the marine leg of the C. H. & D. Railroad Co.'s Elevator, Toledo, Ohio.

C. F. Orthwein & Sons of St. Louis have leased four of the five elevators in the Suburban Belt Line system at Kansas City. The houses are the Sun, with a capacity of 250,000 bushels, Eclipse, 75,000 bushels, Exchange, 250,000 bushels, and Diamond, 75,000 bushels. J. O. Bradenbaugh, of the Crescent Grain Co., will be the local manager for the Orthwein company, which has incorporated under the name of the United Elevator Co. of Kansas City, where a branch office will be opened. The Orthwein company deals extensively in corn for export, and has been shipping largely through Galveston and New Orleans ports. It will build a big transfer house at Port Arthur, and when the Kansas City, Pittsburg & Gulf Road is completed the company's grain will go out through that port. Report says other elevators will be erected by the same firm.

PERSONAL

C. H. Crossley of Decatur, Ill., has taken charge of the Shellabarger Elevator at Monticello.

Conway W. Ball has been reappointed Chief Grain Inspector of the Buffalo Merchants' Exchange.

G. H. Pishon, a well-known grain and hay merchant of Skowhegan, Maine, was married January 25.

S. T. Hodgson has accepted the position of grain buyer at Williamsburg, Ill., for Suffern, Hunt & Co. of Decatur.

A. Wolfgram of Mitchell, Minn., is buying grain for B. F. Muldown at Mona, having succeeded Ed. Erickson, who resigned.

Junius B. Smith has been reappointed weighmaster of the Buffalo Merchants' Exchange, a post he has held for many years.

H. F. Korrer, of the Smith-Korrer Co., dealers in grain, hay, flour, etc., has removed from Le Mars, Iowa, to West Superior, Wis.

D. L. Wise has been appointed manager of the Boulder Milling and Elevator Co. of Boulder, Colo., succeeding W. H. Allison, who resigned recently.

Charles Counselman, of the firm of Counselman & Co., the well-known elevator firm of Chicago, has gone to Europe on business, and a party of friends accompanies him.

Thomas H. Foster, one of the oldest members of the Chicago Board of Trade, has been elected official weighmaster of the Board. The fee system will be continued as heretofore.

B. P. Staley of Champaign, Ill., has been appointed state agent for Steinhart & Co. of New Orleans, and will visit the grain dealers of Illinois in the interest of this firm, which is among the largest grain exporters on the gulf.

F. D. Coburn, the well-known secretary of the Kansas State Board of Agriculture, is being put forward by his Western friends, who recognize his knowledge, ability and industry, for the office of Secretary of Agriculture. Probably a better choice could scarcely be made. Mr. Coburn's work in the interests of agriculture is commended by everyone, and he has shown as great aptitude as intelligence in the collection and dissemination of information regarding it.

IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

The total value of breadstuffs imported in 1896, according to the report of the Bureau of Statistics, was \$2,436,560, against \$2,886,736 in 1895. The amounts imported in 1896, compared with 1895, were: Barley, 950,281, against 1,225,384 bushels; corn, 5,531, against 14,644 bushels; oats, 72,450, against 154,097 bushels; oatmeal, 1,516,312, against 446,002 pounds; rye, 95, against 288 bushels; wheat, 1,472,814, against 1,929,139 bushels; wheat flour, 2,051, against 2,185 barrels; all other breadstuffs imported were valued at \$990,851, against \$1,024,730 in 1895.

Exports of foreign breadstuffs in 1896 were valued at \$1,114,098, against \$1,449,137 in 1895. The amounts exported in 1896, compared with 1895, were: Barley, 17,258, against 18,665 bushels; oats, 46,457 bushels, against none in 1895; oatmeal, 630 pounds, against none in 1895; wheat, 1,513,170, against 2,184,856 bushels; wheat flour, 1,310, against 209 barrels in 1895; the value of all other imported breadstuffs exported was \$5,209 in 1896, against \$8,809 in 1895.

The EXCHANGES

Duluth Board of Trade membership tickets are selling at \$75.

Milwaukee Chamber of Commerce memberships are selling at \$85.

Tickets of membership to the Detroit Board of Trade are selling at \$50.

Tickets of membership to the Toledo Produce Exchange are selling at \$50.

Tickets of membership to the Kansas City Board of Trade are selling at \$100 to \$150.

Tickets of membership to the Minneapolis Chamber of Commerce are selling at \$210.

Secretary R. C. Grier, of the Peoria Board of Trade, reports that there are no memberships offered for sale.

It is now reported that the plan for the removal of the Kansas City Board of Trade has just about been given up.

Frank E. Wymau, who is in every way the most capable and satisfactory secretary the Duluth Board of Trade ever had, has been reelected to the office by the new board of directors.

Members of the Minneapolis Chamber of Commerce recently voted on the question of dividing the surplus of \$25,000 among themselves, and decided not to do so by a majority of 85.

Wm. F. Wheatley, who has served the Baltimore Chamber of Commerce as Secretary since Dec. 7, 1867, has been reelected to that office, as has also Assistant Secretary Henry A. Wroth.

William Thurstone, who has been secretary of the Buffalo Merchants' Exchange for thirty-three years, has again been appointed to the office where he has served the Exchange so long and so efficiently.

Frederick Fraley was reelected president of the National Board of Trade at its meeting at Washington, January 26. Mr. Fraley is 93 years old, and has been president of the Board continuously since its organization.

At the recent annual election of the Buffalo Merchants' Exchange A. R. James was elected President, Charles Keunedy, Vice-President; J. H. Lascelles, Treasurer. The report showed the Exchange to be in good financial condition.

At the annual meeting of the National Board of Trade at Washington, January 26, resolutions were adopted approving of the bill introduced in the Senate to establish a Department of Commerce and Manufactures, and urging its passage.

At the election of officers of the Kansas City Board of Trade last month, E. W. Shields and B. C. Christopher, candidates for vice-president, received a tie vote. To decide the question they tossed a coin, and B. C. Christopher is now vice-president.

The annual election of the Duluth Board of Trade took place January 19, at which President Watson S. Moore, Vice-President T. J. C. Fagg, and Director A. B. Wolvin were reelected, the new directors elected being F. N. La Salle and John McCarthy.

At the annual election of the Boston Chamber of Commerce Wallace F. Robinson was elected President, Benjamin Hinkley First Vice-President, R. D. Richardson Second Vice-President. The directors elected were: F. E. Chandler, L. V. Niles, Geo. N. Leonard and Leroy S. Brown.

The annual report of the Boston Chamber of Commerce for the year ending December 31 shows a net income from all departments of \$15,615, compared with \$12,959 for the previous year. There was an increase of \$146,984 in the Gratuity Fund. There is a membership of 982, 17 members having died during the year.

The Winnipeg Grain and Produce Exchange held its annual meeting January 13, at which the following officers were elected: President, Nicholas Bawlf; Vice-President, R. Muir; Secretary-Treasurer, C. N. Bell, Council, F. W. Thompson, G. R. Crowe, S. Spink, S. A. McGaw, W. A. Mathewson, Hon. D. H. McMillan, H. D. Metcalf, B. Phillips, R. P. Roblin, S. Nairn, and Joseph Harris.

Receivers and shippers of the Chicago Board of Trade were not pleased at the action of the directors in appointing so many grain samplers as they did recently. Before the directors took action the Receivers' and Shippers' Association passed a resolution, which was presented to the directors, asking that body to listen to the Association in the matter before making appointments. The receivers supposed they ought to have something to say, inasmuch as they were about the only ones directly interested, but the directors practically ignored the resolution, and not only appointed the same number of samplers, but also added another. The point

raised by the receivers is that dividing up the business among so many samplers none of them can afford to hire competent men. If one of them handled all the business it could be done more economically, and better men hired. The receivers say the present sampling is painfully poor.

The annual meeting of the Montreal Corn Exchange Association was held January 27. The following officers were elected: President, Edgar Judge, by acclamation; treasurer, W. A. Hastings; committee of management, Alex. McFee, R. Peddie, A. G. Thomson, E. F. Craig, D. Robertson, J. L. Smith, A. G. McBean. The Committee of Management elected E. F. Craig vice-president.

The Philadelphia Commercial Exchange held its forty-third annual meeting on January 26. At the election of officers President Samuel C. Woolman was unanimously reelected. The other officers elected were: Vice-president, Samuel B. Gilpin; treasurer, Charles R. Koch, reelected; directors, John Barker, William R. Cornell, L. G. Graff Jr., John Oberholtzer, E. H. Price, George P. White. Three directors were elected for a period of two years, and the election for a director to serve one year resulted in the unanimous selection of Christopher L. Bailey.

E. D. Bigelow has been elected Secretary of the Kansas City Board of Trade, succeeding W. D. Charde. Mr. Bigelow has been a conspicuous dealer on the floor since 1891. At that time he was the senior member of the grain firm of Bigelow & Macy, but during the past two years he has operated by himself. In 1892 he was a member of the Board of Directors, and during the past two years has been chairman of the Arbitration Committee. Mr. Bigelow went to Kansas City eleven years ago from Baltimore, where he was a member of the Baltimore Board of Trade for eighteen years, serving on many of its official committees and boards.

Sec. 2 of rule 4 of the Duluth Board of Trade By-laws has been changed to read: "On contracts on grain sold for shipment on 'the opening of navigation,' the seller shall have ten days from 'the opening of navigation' as hereinafter defined. 'The opening of navigation' shall be construed to mean the arrival in Duluth of the first vessel from lower lake ports through the Sault Canal, and that the entrance or entrances to the Duluth-Superior harbor shall be free from obstructions from ice. In the event of ice returning after navigation once being open, in sufficient quantities to obstruct navigation, then all contracts based upon 'the opening of navigation' shall be extended for as many days as such obstruction exists."

The annual meeting of the Chamber of Commerce of Baltimore, the first since its change of name from the Corn and Flour Exchange, was held January 25. The new Board of Directors elected were: To serve one year, Robert Ramsay, Wm. T. W. McCay, B. F. Smith, Harry A. Parr and R. H. Diggs; to serve two years, J. Hume Smith, D. M. Wylie, Clarence M. Pitt, W. G. Bishop and Louis Muller; to serve three years, E. Clay Timanus, George Frame, Charles C. Macgill, William S. Young and Blanchard Randall. The directors reelected the following officers: President, Robert Ramsay; vice-president, J. Hume Smith; secretary, Wm. F. Wheatley; assistant secretary, Henry A. Wroth; treasurer, Geo. T. Keuly.

NEW ELEVATORS FOR BUFFALO.

In the competition between the Eastern trunk lines and the Southern routes for grain business the arbitrary transfer charges at Buffalo have formed one of the considerations favoring the Southern lines. The charges at New York for lighterage have been another factor of the same character. Action has already been taken to relieve the trade to some extent of the harbor charges at New York, and it now looks as if competition would tend to reduce the elevator charges at Buffalo to a reasonable point.

The Buffalo elevator proprietors have been able for several years to maintain a pool, and have practically had their own way in the matter of charges. The warehouse toll at Buffalo on the grain trade has been much higher than at Port Huron or Sarnia, and elevator charges have been much heavier at Buffalo than at Duluth, Milwaukee, Chicago, or Toledo. This is the more unreasonable, as the elevator proprietors at the points named have to reach for business continually, while the grain traffic of lake carriers naturally gravitates to Buffalo. An immense volume of business is done through Buffalo every year, and the profits must be enormous. The profits have always been high enough to encourage competition, but so far influences have been brought to bear upon independent elevator proprietors to bring them into the pool. During the last year an elevator at Black Rock has been operating outside the pool, but it is so located that it cuts little figure in the trade.

Two important interests are expected to enter the field with warehouses at Buffalo. Hill, of the Great Northern Road, has a favorably located site for an elevator, and is expected to build at once. A syndi-

cate including Eames of Buffalo, Powers Sons and Kneeland & Co. of New York, have also made arrangements for establishing a system of warehouses. Both interests have been attracted by the current charges.—Chicago Tribune.

COMMISSION

The Springfield Grain & Stock Exchange has engaged in "business" at Springfield, Ill.

E. Armacost has succeeded the firm of M. Armacost & Co., grain dealers of Baltimore, Md.

E. C. Hodges & Co., grain and stock brokers of Boston, Mass., assigned recently to Geo. C. Dickson.

J. C. Smith, dealer in grain and stock at Arcanum, Ohio, assigned recently with liabilities of \$8,000.

The firm of J. P. Schroeder & Co., dealers in grain, etc., at Dubuque, Iowa, has been incorporated with a capital stock of \$10,000.

Carrington, Hannah & Co., grain commission merchants of Chicago, expect to erect an elevator at Henning, Ill., in the spring.

Olson & Ernst, grain commission merchants of Kansas City, Mo., have dissolved partnership, and Mr. Ernst is continuing the business.

Chas. D. Reid, a former grain exporter of Baltimore, Md., has been appointed representative at that market of F. G. Logan & Co. of Chicago.

The Empire Stock Co. has been incorporated at New York City by Chas. S. Bell and others, to deal in grain and provisions. The capital stock is reported to be \$80,000.

Louis R. Doud of Winona, Minn., has opened a grain, provision and stock commission office at Dubuque, Iowa, where he is representing F. G. Logan & Co. of Chicago.

The Barrington Commission Co. has been incorporated at Superior, Wis., by Edw. W. Leemer and others to conduct a general commission business. The capital stock is \$3,000.

The Lafrentz & Karstus Co. has been incorporated at Chicago, with a capital stock of \$30,000, to carry on a grain business. The incorporators are Hans N. Lafrentz, H. J. Karstens and P. W. Richards.

Downing, Hopkins & Co., grain and stock brokers, who have offices at Portland, Ore., and Spokane, Wash., have opened a branch office at Seattle. H. W. Augustine has charge of the company's business at that point.

The Boston Stock & Grain Exchange, which has offices in the Carter building at Boston, Mass., and branch offices at different points, has gone out of business. The company claims that its creditors will not lose anything.

The firm of Killpatrick, Lucas & Co., grain and hay commission merchants of Philadelphia, Pa., has been dissolved. W. W. Lucas has retired, while John A. Killpatrick will continue the business under the firm name of John A. Killpatrick & Co. The firm will give special attention to the lower grades of hay.

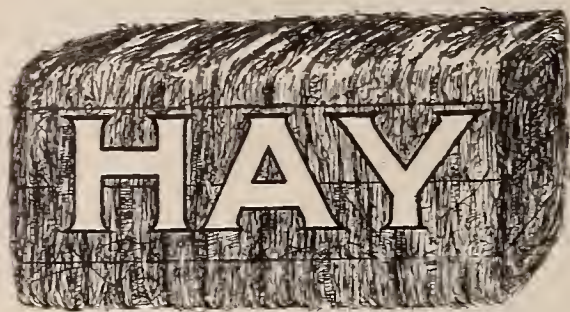
The Equitable Trust Co. has been appointed receiver for the well-known Chicago Board of Trade firm of McCourtie, Hill & Co. John Hill Jr. and A. B. McCourtie both agreed in applying for a receiver. The assets are about \$50,000. Mr. Hill's host of friends in the trade will regret very much to learn of his misfortune.

Burns & Hibbard, grain brokers of Rochester, N. Y., came near being swindled recently by an old trick. A messenger boy presented a certified check for \$71.21, and a letter asking the firm to invest \$60 in wheat and return the change. Instead of returning the change they told the boy they would cash the check and return it themselves. The \$11.21 being sent to the person whose name was on the check it turned out that he had not signed the check at all. The swindler meanwhile made his escape.

According to the report of the Bureau of Statistics there were 553,658 bushels of buckwheat, valued at \$229,544, exported from the United States in 1896.

The Illinois Grain Dealers' Association will meet at Decatur, Wednesday, March 17. A splendid program is being prepared, and an interesting meeting is assured.

In 1872 it cost about 11½ cents per bushel to send wheat by lake from Chicago to Buffalo. In 1895 it cost a little less than 2 cents. The average cost for carrying goods upon the great lakes is about one-tenth of a cent per ton per mile. The average cost for carrying goods on trunk line railroads is about eight-tenths of a cent per ton per mile. It is therefore about eight times as expensive to send wheat or flour over the railroads which lead out to Chicago as over the great lakes.—Boston Advertiser.



C. R. Smith has engaged in the hay and feed business at Cadillac, Mich.

Chicago hay men are as apathetic as ever about warehouse facilities for handling hay in this market.

According to the new tariff schedule now in preparation the tariff on hay will be increased from \$2 to \$4 per ton.

W. L. Shaw, hay dealer of Burnham, Maine, is reported to be doing a good business baling hay for the Boston market.

Inspection, like charity, should begin at home. The shipper who does not know how to grade his hay properly will have trouble with buyers.

Most commission men are always ready to do everything they can for a shipper who has a reputation for honesty and knowledge of his business.

The receipts of hay at Minneapolis in 1896 amounted to 22,607 tons, against 28,817 tons in 1895; shipments were 743 tons in 1896, and 1,275 tons in 1895.

Louis N. Emry will engage in the hay business at Biddeford, Maine. He is remodeling a building on Washington street, and will deal only in loose and pressed hay.

Murphy & Poor, grain dealers of Kansas City, Mo., have begun handling hay, for which purpose they have opened an office in the Bottoms, in the hay men's district.

The very men who are now complaining of there being no market for hay are the ones who either do not know how to bale it or are ignorant of how to handle and ship it.

A canal boat belonging to Jas. M. Campbell, hay dealer of Long Island City, Long Island, N. Y., was destroyed by fire recently, together with its load of hay and straw, entailing a loss of \$1,000.

Clark & Taylor, hay dealers of Chippewa Falls, Wis., received an order from a New York house for 30 carloads of hay, and from a Boston house for 16 carloads of straw. The firm expects an increase of business this year.

Hay shippers should remember that lack of business methods on their part cannot be wholly made up for by commission men. This often causes trouble and dissatisfaction. Honesty is a desirable thing, but it cannot take the place of knowledge and sound business methods.

The United States consul at Sydney, Australia, in a recent report says that hay grasses usually grown in the United States do not grow in Australia. There is no red clover, as there are no bumble bees to fertilize it; nor does there appear to be either timothy, red-top or blue grass. Wheat straw is therefore the most common hay.

The Kansas City Hay Dealers' Association, which a little while ago we could point to as being one of the most wideawake and energetic in looking after the welfare of the trade of any in the country, seems to be losing its good reputation. It will awake ere long and find that its enemies, which are the enemies of the legitimate hay business, have been hard at work.

As a former shipper of hay I have tried out commission houses, and paid two commissions, as a rule, at the end. I make this point also: Merchants should either buy all hay coming into their hands, or handle on commission only. The two conflict, and, in buying in part simply brings his own goods in unfair competition with his patrons consigning on commission.—James T. Clendenin, before the Hay Dealers' Association.

Figures, like words, can be made to prove almost anything desired, as they are used in the specious arguments of newspaper writers. Thus the New York Sun, which ought to know better, falsely quotes the amount of hay produced in the United States for the past four years, and is enabled to draw the inference that hay production has declined one-third in that time. The cause of this is laid to the substitution of the bicycle, cable and electricity for horses. This is not proved by statistics. The production of hay in 1893 was 65,766,158 tons, valued at \$570,882,872; in 1894, 54,874,408 tons, valued at \$468,578,321; in 1895, 47,078,541 tons, valued at \$393,185,615; in 1896, 59,282,000 tons, valued at \$388,146,400. What this does show is that there has been a

steady decrease in value. A further examination of statistics would simply show a variation. Decreasing production and value could be proved from hay statistics of other years when there were no trolleys or bicycles to attribute as the cause. This cheap reasoning from effect to cause leads anywhere and proves nothing.

In calling attention to the stagnation in the hay business, the Transcript of Peoria, Ill., says: The Peoria distilleries have taken all the hay they can possibly stow away, and have no room for another pound. Yet the flood of hay from all directions continues to arrive. Dealers receive consignments of hay from men that have not shipped in years, and the local dealers find it next to impossible to dispose of it at any price. The overstock is principally in the poorer quality of hay, however, known as cattle hay, though the very finest quality of timothy sells at \$6 to \$8 a ton. There is absolutely no market for the poorer quality at the present time.

The price of timothy hay is fixed by its value to the liverymen or other persons who keep horses in the cities, and which are usually fed an oats ration in connection with it. The value to them is far greater than it is to the man who grows it on the farm, even taking into account the cost of baling and shipping. The price of clover hay is likewise fixed by its value to the city buyer. Its value is a low one, because it is not as good a food as timothy for horses that are being driven rapidly, and hence, clover hay as compared with timothy is always at a discount in the city, and, in fact, it is frequently unsalable. To the farmer, however, it has a value far beyond timothy, because it is fed in combination not with oats, but with corn.—Wallace's Farmer.

HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics hay amounting to 197,947 tons, valued at \$1,880,906, was imported in 1896, against 278,226 tons, valued at \$2,191,635, imported in 1895; and the imports for December were 13,433 tons, valued at \$114,908, against 30,329 tons, valued at \$277,598, in December, 1895.

Of imported hay 67 tons, valued at \$825, were exported in December, the total exported during 1896, against 18 tons, valued at \$140, exported in 1895. Of domestic hay we exported 62,546 tons, valued at \$884,458, in 1896, against 47,188 tons, valued at \$701,346, exported in 1895; and the exports for December were 5,497 tons, valued at \$75,496, against 5,704 tons, valued at \$89,876, in December, 1895.

ANNUAL MEETING OF HAY ASSOCIATION.

The San Francisco Hay Association held its third annual meeting on the evening of January 9, at which the following officers were elected: President, John McCord; Vice-President, John Barg; Secretary, Joseph Magner; Directors, Simon Anspacher, G. P. Morrow and S. Lander.

After the transaction of business the members adjourned to the banquet hall, where the tables were decorated with grasses and cereals. The feast was interspersed with music and toasts. Harvey C. Summers, who officiated as president of the Association last year, which has been one of marked success to the organization, acted as toastmaster.

A. Gerberding, President of the San Francisco Produce Exchange, spoke of the friendly relations which have always existed between the organization which he represented and the hay dealers, and closed with the hope that the fraternal feeling which has hitherto existed might grow stronger as time passed.

H. C. Ellis, a former president of the Hay Association, responded, ending with the advice that during this year some method be devised by which both producers and commission men could realize greater profit. Many of the members rendered musical selections, and addresses were delivered on Farm Products of California, by Frank Dalton, of Dalton Bros.; Livermore Hay District, Philip Anspacher; the Milling Interests, C. S. Laumeister; the Commission Hay Business, A. H. Price; Law in Connection with Hay, A. W. Scott; the Young Element in Trade, F. C. Somers; Retailing Hay, S. Lander; Our Guests, H. C. Bunker. R. P. Lathrop of Hollister told why the interests of the farmer and the hay merchant are identical. Mr. Lathrop is the largest hay warehouse man in the state, having handled last year some 30,000 tons of hay. He has studied the business closely, and is recognized as one of the ablest warehousemen in the state. Mr. Lathrop stated that if farmers would take more care to raise hay which they would not be ashamed to acknowledge as their own, it would accrue to the benefit of both farmers and commission merchants.

Altogether a most enjoyable time was had by the members of the Association, which includes in its membership all the best hay men of the city. There were about 90 guests at the banquet, the following firms being represented: E. A. Elgeltinger, Bray Sons & Co., G. Levith, C. S. Healy, H. B. Goecken, B. D. Shulken, Duff & Co., J. Carroll & Co., L. G. Flanagan, L. Lagunetti, L. F. Harcel, J. Gandolfo, Moore, Ferguson & Co., Chapell & Koons, J. Stumpf & Son, E. D. Feil, Peters & Corvie, F. P.

Lanterwasser, J. S. Hane & Co., A. Meyer, M. Mullaney, J. B. McClosky & Co., M. Joost & Bros., L. Ghelineti & Co., H. Pauseman, N. Bullardick, Johnson & Brown, F. Gross, G. Graham, J. C. Crooks, Smith, Purcell & Co., J. L. Vermeil & Co., W. W. Chase Co., Lander Bros., A. Montra, A. N. Grant, C. Goss, A. A. Taft, J. Egan, P. Sicke, J. B. Stelling, H. C. Bunker, A. Gerberding, E. Brennan, J. B. Rider, Smith Bros., Albers & Hussing, Anspacher Bros., Mr. Wellman P. Anspacher, S. Anspacher, S. Sellers, R. P. Lathrop, G. Mathiesen, W. A. Miller & Co., G. Morrow & Co., C. Bon, H. T. Grimes, Frank Lane, John Moore, Scott & McCord, C. S. Laumeister, H. Sinsheimer, Farmer Merchandise Company, T. Walkington, Al Scott, C. Lally, H. C. Ellis, Somers & Co., H. T. Jones, James Rankin, H. P. Winegar, J. Arendt, H. Terrelson, H. P. Eldred, S. Randall, F. P. Dalton, J. Maguire.

REVIEW OF CHICAGO HAY MARKET.

The prices for hay ruling in the Chicago market during the last four weeks, according to the Trade Bulletin, were as follows:

During the week ending January 16 the receipts of hay were 5,794 tons, against 4,413 tons the previous week. Shipments for the week were 336 tons, against 552 tons for the previous week. A dull and slow market was experienced. The arrivals were large and only a moderate demand existed, with only choice sound hay wanted at all. Wet and heating hay was in large supply and receivers found it almost impossible to dispose of consignments. Prices ruled easier for the best grades, and irregular for the damaged lots, depending entirely on condition. Sales of Choice Timothy ranged at \$9.50 @10.50; No. 1, \$8.50@9.50; No. 2, \$8.00@8.25; not graded, \$6.00@8.50; No Grade, \$4.00@5.00 for wet and heating lots. Choice Prairie, \$7.50@8.75; No. 1, \$6.50@7.25; No. 2, \$5.00@6.50; No. 3, \$5.00; No. 4, \$4.00@4.50; No Grade, \$4.00@5.00 for heating and damaged hay. Rye straw sold at \$5.50@6.50; wheat straw at \$4.00@4.25, and oat straw at \$4.00.

During the week ending January 23 the receipts were 7,571 tons. Shipments 352 tons. The arrivals showed a liberal increase as compared with the previous week. The demand was light, especially for prairie hay, and a very dull market was witnessed. Local dealers were taking hold very sparingly, merely supplying necessary wants, and shippers were doing but little. Considerable hot and wet hay among the receipts and it was almost impossible to dispose of such lots. Prices declined about 50 cents per ton. Sales of Choice Timothy ranged at \$8.50@10.00; No. 1, \$8.00@9.00; No. 2, \$7.00@8.00; No. 3, \$6.00@8.00; not graded, \$6.00@8.00; No Grade, \$4.00@5.00; Clover Mixed, \$6.50; Choice Prairie, \$7.50@8.50; No. 1, \$6.50@7.50; No. 2, \$5.00@6.00; No. 3, \$4.50@5.00; No. 4, \$4.25@4.50; No Grade, \$3.50@5.00. Rye straw sold at \$5.50@6.00, wheat straw at \$4.50, and oat straw at \$4.00@4.50.

During the week ending January 30 receipts were 7,401 tons. Shipments 487 tons. A very dull market was experienced throughout the week. The receipts were quite heavy, and the demand was light from all sources. The only demand that existed was for choice sound hay. Poor and medium grades in excessive supply; it was almost impossible to dispose of such lots, and large amounts had to be carried over from day to day. Prices declined \$0.25@0.50 per ton. Sales of Choice Timothy ranged at \$8.75@9.50; No. 1, \$7.75@8.50; No. 2, \$7.00; not graded, \$6.00@8.00; No Grade, \$3.00@5.00; Clover Hay, \$6.50; Choice Prairie, \$7.00@8.50; No. 1, \$6.00@7.00; No. 2, \$5.50@6.00; No. 3, \$4.00@5.37½; No. 4, \$4.00@5.50; not graded, \$4.50@5.00. Rye straw sold at \$2.50@6.00 for poor to choice, and wheat straw at \$4.00.

During the week ending February 6 receipts were 6,035 tons. Shipments 675 tons. Although the arrivals were not so large as during the previous week, no improvement in the market can be noted. The local demand continued light, and the inquiry for shipment was very small. The quality was again poor, the bulk of the receipts being wet, damaged and off color. A very dull and dragging market was witnessed. Prices exhibit no material change, though the feeling was weak. Sales of Choice Timothy ranged at \$8.50@9.50; No. 1, \$8.00@9.00; No. 2, \$7.00@7.50; not graded, \$5.00@9.00; No Grade, \$3.00@5.50; Clover Hay, \$5.00; Choice Prairie, \$7.00@8.50; No. 1, \$6.00@7.00; No. 2, \$5.00@6.00; No. 3, \$4.50@5.50; No. 4, \$4.00; No Grade, \$4.00. Rye straw sold at \$3.00 for damp, and \$5.00@6.50 for good to choice.

BOOK NOTICES.

MISSOURI BOARD OF AGRICULTURE.—We are indebted to J. R. Ripley, secretary of the Missouri State Board of Agriculture, for report of the proceedings of the Board at its annual meeting Jan. 12, 1896.

OUR RED BOOK.—This work is a paper bound book of 44 pages, size 9x13 inches. It contains statistical information relating to stocks, grain, provisions, live stock and seeds, crops, imports, exports, etc., of principal countries. It is a publication for ready office reference, compiled and published by Howard, Bartels & Co. of Chicago.

WATERWAYS

Large tonnage for bulk cargoes will be in demand the coming season, and the shoaler harbors will continue to furnish an occupation for the smaller sized vessels.

On January 7 Gill & Fisher shipped from the port of Baltimore 274,141 bushels of oats for London. This is claimed to be the largest cargo ever sent abroad from that port by a single firm.

James Kennedy has again been awarded the contract for the unloading of grain at Buffalo for the coming season. The rate is \$3.50 per 1,000 bushels, but it is said that even a lower bid was made and rejected.

Premier Laurier of Canada says that of the 30,000,000 bushels of wheat grown in Canada and the Northwest Territories not more than a tenth passes Montreal. The bulk of it goes to the United States seaboard.

A good authority says that there is little promise of anything but low freight rates on grain at the opening of navigation, and that if owners hurry on time charters the market will become so depressed that living rates will not be obtainable.

The Bureau Veritas classification, a French classification for the rating of shipping, is considered one of the best in the grain carrying trade out of San Francisco, says the Marine Record. From present indications, it says, this classification will soon largely displace Lloyds on the lakes for building and insurance purposes.

All the agents representing companies which insure grain at Chicago have reduced the rates from \$1 to 65 cents per \$100 for grain stored in vessels to be shipped to Buffalo in the spring. This step was taken by the insurance companies to meet competition from the British Foreign and Marine Insurance Co., which has lately entered the field.

It was resolved at the recent meeting of the Lake Carriers' Association to appoint a committee to gather data regarding the traffic of the lakes and freight matters with the object in view of reducing carrying charges in order that the grain territory tributary to the lakes might be further extended. This is to stem if possible the tide of grain going to the seaboard via Southern routes.

If the action of the Lake Carriers' Association may be taken as an indication, there has been considerable change of opinion regarding the feasibility of deepening the waters of the great lakes by means of dams. The members of the Association resolved almost unanimously that they were at least in favor of it as an experiment, and this the laity also will endorse, with the hope that what cannot do any harm may do some good.

From all appearances it would seem that the organization of the Consolidated Canal & Lake Transportation Co. is a fact after all. The company's plan, as announced, is to compete with the trunk lines in carrying flour, etc., from Duluth, Minn., to Eastern points, via the lake and canal route. Fifteen years ago the Erie Canal controlled the flour traffic, but since that time the railroads have been the carriers, and but 900 barrels were shipped over the canal last year.

The Buffalo Merchants' Exchange has taken action in opposition to the bill in the Legislature allowing canal corporations with capital of more than \$50,000. A vigorous protest is to be made by the Erie Canal Boat Association and the boatmen of the canals in general against the bill proposing to allow corporations with a capitalization as high as \$4,000,000 to do business upon the canals in competition with boatmen. Up to last year it was not lawful for any corporation to do business upon the canals. Individual boat owners and partnerships alone had the privilege.

A bill has been introduced in the Illinois Senate providing for "the construction of a trunk waterway through the state from Lake Michigan via the Desplaines and Illinois Rivers, to the Mississippi River, of such dimensions and capacity as to form a homogeneous part of a through route from the Atlantic seaboard via the great lakes to the Gulf of Mexico." Provision is also made for estimates, etc., for which an appropriation of \$35,000 is provided, the final report to be made on or before March 1, 1899. There seems to be no end to the visionary schemes of the canal cranks.

We are informed that our account in this department of the "American Elevator and Grain Trade" for January of cargoes of grain stored in vessels at Ogdenburg being seriously damaged by water was largely erroneous. We reported that the R. Hallaran had sprung a leak, and that her cargo of corn was wet, hot and rotten. The fact is, a very small portion of the cargo was wet by water leaking through a covering board; this damaged grain was removed, and we are assured that the balance of the corn is in excellent condition. The Queen of the West did not spring a leak, as reported;

there was a small fire in the cabin, and in putting it out about 300 or 400 bushels of grain was wet, which was removed. The rest is in good condition.

The Secretary of War has reported as follows regarding the commerce through the Saint St. Marie Canals for 1896: The United States canal was open from April 21 to December 8, 232 days, while the Canadian canal was open from May 7 to December 10, 218 days. The total amount of freight which passed through both canals was 16,239,061 net tons, an increase over the season of 1895 of 1,250,000 tons. There was a decrease of 3,383,556 tons in the amount of freight passing through the United States canal, but this was due to the fact that the Canadian canal had not before been open for any entire season, and for that reason the United States canal was used for nearly all navigation in 1895. The Canadian canal was open only 87 days in that season. In 1896 17,000,000 bushels of wheat and 19,000,000 bushels of other grain passed the canals, an increase over 1895 of 37 per cent. in wheat and 23 per cent. in other grain.

The Smith-Hippen and Turner-Hudnut Grain Companies will build docks on the river bank at Pekin, Ill., near their elevators, for loading and unloading grain. The latter company will not commence work until spring, but the Smith-Hippen Company will begin at once. At present the grain which reaches Pekin by the river route is scooped into wagons at the foot of Court Street and hauled to the elevators. It is a slow and expensive process, and has led the grain companies to see the necessity of docks. The barges of grain will be brought to the docks, and the grain elevated by means of belt conveyors. The river business has improved wonderfully the last few years. Grain arrives in Pekin from as far south as Meredosia, and altogether between three and four hundred thousand bushels arrived by water in 1896. As soon as the dock is completed grain will be loaded in large barges and shipped to St. Louis and New Orleans.

The report of the Great Lakes Deep Waterway Commission has been laid before the Senate and House of Representatives, and the President has urged prompt action. The commission decided, first, that it is entirely feasible to construct such canals and develop such channels as will be adequate to any scale of navigation that may be desired between the Great Lakes and the seaboard, and to conduct through the same domestic and foreign commerce, and that it will be wise to provide for securing a channel of a navigable depth of not less than 28 feet. The most feasible route suggested is from the heads of Lakes Michigan and Superior through the several great lakes and their intermediate channels, and the proposed Niagara ship canal (Tonawanda to Olcott) to Lake Ontario; the Canadian seaboard to be reached from Lake Ontario by way of the St. Lawrence River and the American seaboard to be reached from Lake Ontario by way of the St. Lawrence and Lake Champlain and the Hudson River or by way of the Oswego-Oneida-Mohawk Valley and the Hudson River.

R. D. Swain of Kansas City, a former lake vessel owner, but now interested in railroads, has this to say in regard to the western grain trade and lake traffic: "Several years ago all the wheat and corn produced for export in Kansas, Nebraska, Iowa, Illinois, Missouri, Oklahoma and surrounding districts were shipped to Chicago. At Chicago the product was put aboard lake vessels. Arriving at New York it was transferred to the ocean steamers and transported to the Liverpool market. This method of lake transportation is very expensive and eats so far into the profits that the price of the product is necessarily advanced. But conditions are changing and lake shipping interests are feeling the effects. The shippers of the West have changed their tactics, and instead of paying railroad freightage to Chicago and vessel freightage to New York they are using the several railroads to the gulf ports, where the ocean vessels are loaded direct and go straight to Liverpool. The new Kansas City, Pittsburg & Gulf Road is in the heart of shipping interests and very soon it will be able to handle all the grain trade in the states around Kansas."

The Montreal Corn Trade Association, at its recent annual meeting, discussed means whereby Manitoba grain could be diverted to the St. Lawrence route instead of as at present going to United States ports. A resolution drawn up by a committee was adopted. In part it is as follows: "The committee believes that the government cannot desire that our Northwestern exports should find a market via New York and Boston, and, therefore, that it would be ready to adopt any well considered measures which may be likely to result in confining this trade chiefly to the St. Lawrence route. The committee, therefore, make two suggestions: (1) Reciprocity with the United States in coasting privileges if that can be obtained; or, failing that, (2) to increase Canadian tonnage on the upper lakes. With respect to suggestion No. 2, the committee considers that in view of the low rates current for freight it may be necessary, in order to secure such increase of Canadian tonnage, that the government should grant to vessels carrying Canadian grain to

a Canadian port a small annual bounty per ton for each thousand miles traveled during the season, and also a liberal bonus for the building of lake craft of sufficient carrying capacity to compete with the large United States vessels plying on the upper lakes."

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

MISSOURI, Jerico, Cedar Co., Feb. 8.—Wheat prospects are fine. C. H. COOLEY.

KANSAS, Coffeyville, Montgomery Co., Jan. 28.—Wheat is getting scarce in this part of the country. N. M. VILM.

PENNSYLVANIA, Markham, Delaware Co., Feb. 2.—The wheat in this section looks very well so far. JOHN E. McFARLAND.

OHIO, New Waterford, Columbiana Co., Feb. 5.—So far the wheat crop in this vicinity is looking very fair, though it might be better. SAM. C. SCOTT.

NORTH CAROLINA, Milton, Caswell Co., Feb. 8.—The acreage of wheat sown is the largest for some years, but owing to the severe cold weather in January it is looking badly. Farmers are making preparations to plant a large crop of corn and tobacco. J. F. CAMPER.

MICHIGAN, Lansing, Feb. 8, 1897.—Washington Gardner, Secretary of State, reports that the ground in Southern Michigan was lightly covered with snow much of the time during January, but not sufficiently at all times to afford full protection to the wheat plant. On the 15th of January the average depth in the southern four tiers of counties was 1.29 inches; in the central counties 1.44 inches, and in the northern counties 2.07 inches. At the end of the month the average depth in the southern counties was 8.26 inches, in the central 4.77 inches, and in the northern 5.88 inches. In reply to the question: "Has wheat during January suffered injury from any cause?" 130 correspondents in the southern counties answer "Yes," and 360 "No;" in the central counties 64 correspondents answer "Yes," and 94 "No," and in the northern counties 33 answer "Yes," and 66 "No." The total number of bushels of wheat reported marketed by farmers in January is 616,532, and in the six months, August-January, 6,305,775. The amount marketed in the six months, August-January, is 311,949 bushels more than reported marketed in the same months last year. At 28 elevators and mills from which reports have been received there was no wheat marketed during January.

GOVERNMENT CROP REPORT.—The final report of the Department of Agriculture on the crop of 1896 is as follows: CORN—Area, 81,627,000 acres; product, 2,283,875,000 bushels; value, \$491,007,000; yield per acre, 28.2 bushels; farm price per bushel, 21.6 cents. WINTER WHEAT—Area, 22,794,000 acres; product, 267,934,000 bushels; yield per acre, 11.3 bushels. SPRING WHEAT—Area, 11,825,000 acres; product, 159,160,000 bushels; yield per acre, 13.5 bushels. Total wheat area, 34,619,000 acres; product, 427,094,000 bushels; value, \$310,603,000; yield per acre, 12.4 bushels; farm price per bushel, 72.6 cents. OATS—Area, 27,565,000 acres; product, 707,346,000 bushels; value, \$132,485,000; yield per acre, 25.7 bushels; farm price per bushel, 10.7 cents. RYE—Area, 1,831,000 acres; product, 24,369,000 bushels; value, \$9,961,000; yield per acre, 13.3 bushels; farm price per bushel, 40.9 cents. BARLEY—Area, 2,951,000 acres; product, 69,695,000 bushels; value, \$22,491,000; yield per acre, 23.6 bushels; farm price per bushel, 32.3 cents. BUCKWHEAT—Area, 755,000 acres; product, 14,090,000 bushels; value, \$5,522,000; yield per acre, 18.7 bushels; farm price per bushel, 39.2 cents. HAY—Area, 43,260,000 acres; product, 59,282,000 tons; value, \$388,146,000; yield per acre, 1.37 tons; farm price, \$6.55 per ton.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

W. J. Baker, representative of the Modern Miller, St. Louis.

Mr. Smith, Nashville, Mich., representing The Huntley Mfg. Co., Silver Creek, N. Y.

J. L. Wheeler, St. Louis, representing The Invincible Grain Cleaner Co., Silver Creek, N. Y.

The receipts of grain at Buffalo have been on the increase for several years. The receipts in 1896 were 163,052,324 bushels; in 1895, 116,540,572 bushels; in 1894, 102,814,995 bushels. Including flour as grain the receipts were, in 1896, 214,878,284 bushels; in 1895, 162,988,742; in 1894, 160,968,095.

Court Decisions

Mortgage on Growing Grain: Buying in Open Market.

N. B. Kendall, of Kendall & Smith, grain dealers of Lincoln, Neb., has sent us the following digest of a decision of the Nebraska Supreme Court rendered in 1889:

Gillilan vs. Kendall & Smith. Error from the District Court of Lancaster County. Affirmed. Opinion by Mr. Justice Maxwell.

1. A chattel mortgage upon growing grain is not constructive notice to third parties of a mortgage on the same grain thereafter lawfully placed in crib or bin; and a dealer in grain who, in good faith, in open market purchases such grain from the mortgager and receives it at his warehouse will take it free from the lien of the mortgage.

2. The mortgager of chattels, until foreclosure, possesses a beneficial interest in the property mortgaged, and will convey a good title by a sale of such property to one who purchases in the open market in good faith and without notice actual or constructive of the mortgage.

3. One A. executed a chattel mortgage upon 75 acres of growing corn to B. This corn apparently was gathered by the mortgager with the knowledge or consent of the mortgagee, and placed in cribs or piles on the farm, and a portion afterward sold in open market by the latter. In an action by the mortgagee against the purchaser to recover the value of the corn, held, that a mortgage upon a growing crop is not notice to third parties of a mortgage upon corn husked and placed in cribs or piles.

Securing Elevator Site on Railway Right of Way.

SUPREME COURT OF THE UNITED STATES.

NO. 1—OCTOBER TERM, 1896.

The Missouri Pacific Railway Company, Plaintiff in Error.

vs.

The State of Nebraska Ex Rel. The Board of Transportation of the State of Nebraska.

In error to the Supreme Court of the State of Nebraska.

Mr. Justice Gray, after stating the case, delivered the opinion of the court.

The arguments in this case have taken a wider range than is required for its decision. The material facts, as assumed by the court below, are as follows:

The Missouri Pacific Railway Company, a corporation of the state of Nebraska, was the owner of the right of way and depot grounds, within which were its main and side tracks, its stations and other shipping facilities, at Elmwood in that state; and had permitted two elevators to be erected and operated by private firms on the side track at that station.

John W. Hollenbeck and others, apparently not a corporation, but a voluntary association of persons owning farms and leaseholds in the neighborhood of Elmwood, upon which they raised corn, wheat, oats and other cereals, large quantities of which were ready for market, made an application in writing to the railway company to grant them "a location on the right of way at Elmwood station aforesaid, for the erection of an elevator of sufficient capacity to store from time to time the cereal products of the farms and leaseholds of" the applicants, "as well as the products of other neighboring farms." That application was refused by the railway company.

The applicants then made a complaint to the Board of Transportation of the state of Nebraska, alleging that the two elevators already built on the right of way of the railway company at Elmwood station were "during certain seasons of the year wholly insufficient in affording a market for the cereals of the complainants and others desirous of marketing their grain;" and that the refusal of the railway company to grant to the complainants a location for an elevator was in violation of the Nebraska statute of 1887, c. 60, in that such refusal was an unjust discrimination, and that the railway company, by such refusal, was subjecting the complainants to an undue and unreasonable prejudice and disadvantage, in respect to traffic facilities, over other localities, and was giving an undue and unreasonable preference and advantage to the owners and operators of the two elevators already built at that station.

The Board of Transportation, after notice to the railway company, and hearing evidence and arguments, found that the two existing elevators were insufficient to handle the grain shipped at Elmwood station, and the owners and operators of those elevators had entered into a combination to fix the prices of grain, and to prevent competition in the price thereof, and there were not sufficient facilities for the handling and shipping of grain at that station; that it was necessary for the convenience of the public that another elevator should be erected and operated there; that, by reason of the side track being placed within the right of way and depot grounds, the complainants could not ship

grain without building their elevator upon the grounds of the railway company; that there was room upon those grounds for another elevator without materially interfering with the operation of the railroad, and the building of an elevator thereon by the complainants would not materially affect the railway company in the use of its grounds, or be an unreasonable burden to it; and that the granting by the railway company of the right and privilege to the owners of the two elevators now standing, and refusing to grant the like right and privilege to the complainants, was an unjust and unreasonable discrimination against the complainants, and unlawfully gave a preference and advantage to the owners of the two existing elevators.

The Board of Transportation thereupon ordered that the railway company, within ten days, grant to the complainants, on like terms and conditions as granted to the owners of the two existing elevators, the right and privilege of erecting an elevator upon its grounds, and adjacent to its track at a point specified in the order, or at some other suitable and convenient place if the parties could agree; and grant to the complainants all and equal facilities for the handling and shipping of grain at that station, which it granted to other shippers of grain there, and cease from all discrimination or preference to and of shippers and operators of elevators at that station.

The railway company not having complied with the order, the Supreme Court of the state, upon a petition in the name of the state, at the relation of the Board of Transportation, for a mandamus, and an answer thereto and hearing thereon, found the issues in favor of the relators, and adjudged that, unless the railway company, within forty days, complied with order of the Board of Transportation, a writ of mandamus should issue to compel compliance with that order according to its terms. In the opinion of the court, it was said: "The correctness of the findings of the board is not seriously questioned, but its power to make such findings and order is denied." 29 Nebraska, 556.

The statute of Nebraska of 1887, c. 60, §§ 1-3, prohibits, and declares to be unlawful, all unjust and unreasonable charges made by a railroad company for any services rendered in the transportation (which includes all instrumentalities of shipment or carriage) of passengers or property, or in connection therewith, or for the receiving, delivering, storage or handling of such property; the demanding or collecting, directly or indirectly, by a railroad company, from any person, of a greater compensation for such service, than it demands or collects from any other person for a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, is declared to be unjust discrimination; it is also made unlawful to give any preference or advantage to, or to subject to any prejudice or disadvantage, any particular person, company, firm, corporation or locality, or any particular description of traffic, in any respect whatsoever; and railroad companies are required, according to their respective powers, to afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding and delivering of passengers and property to and from their several lines, and those connecting therewith, and not to discriminate in their rates and charges between such contracting lines.

By § 17, upon complaint in writing concerning any lack of facilities or accommodations furnished by a railroad company, for the comfort, convenience and accommodation of individuals and the public, or concerning any unjust discrimination against any person, firm, corporation or locality, either in rates, facilities furnished, or otherwise, the Board of Transportation, whenever, in its judgment, any repairs of, or additions to, or changes in, any portion of the road, rolling stock, stations, depots, station houses or warehouses of a railroad company, are necessary in order to secure the safety, comfort, accommodation and convenience of the public and individuals, or any change in the mode of conducting its business is reasonable and expedient in order to promote the security and accommodation of the public, or to prevent unjust discrimination against persons or places, is directed to order the railroad company to make such repairs, additions or changes.

The Supreme Court of Nebraska has construed this statute as authorizing the Board of Transportation to make the order questioned in this case, which required the railroad company to grant to the relators the right to erect an elevator upon its right of way at Elmwood station, on the same terms and conditions on which it had already granted to other persons rights to erect two elevators thereon. The construction so given to the statute by the highest court of the state must be accepted by the court in judging whether the statute conforms to the constitution of the United States.

A railroad corporation doubtless holds its station grounds, tracks and right of way as its private property, but for the public use for which it was incorporated; and may, in its discretion, permit them to be occupied by other parties with structures convenient for the receipt and delivery of freight upon its railroad, so long as a free and safe passage

is left for the carriage of freight and passengers. Grand Trunk Railroad vs. Richardson, 91 U. S., 454. But how far the railroad company can be compelled to do so, against its will is a wholly different question.

Upon the admitted facts of the case at bar, the railroad company had granted to two private firms the privilege of erecting elevators upon its right of way at Elmwood station; and had refused an application of other private persons, farmers in the neighborhood, for the privilege of erecting on that right of way a third elevator of sufficient capacity to store from time to time the grain produced upon their farms and upon those of their neighbors; and has been ordered by the Board of Transportation, and by the Supreme Court of the state to grant to the applicants a location upon its right of way for the purpose of erecting thereon such an elevator, upon the like terms and conditions as in its grants to the owners of the two existing elevators.

The only particular alleged in the complaint, and the only one, therefore, presented for our consideration in this case, in which the railroad company is supposed to have made an unjust discrimination against the complainants, or to have subjected them to an undue and unreasonable prejudice and disadvantage, in respect to traffic facilities, over other locations, or to have given an undue and unreasonable preference to other persons, is the refusal of the railroad company to grant to the complainants a location upon its right of way for the purpose of erecting an elevator thereon, upon the terms and conditions upon which it had previously granted to other persons similar privileges to erect two other elevators.

The record does not show what were the terms and conditions of the contracts between the railroad company and the owners of those elevators; nor present any question as to the validity of those contracts.

Nor does it present any question as to the power of the legislature to compel the railroad company itself to erect and maintain an elevator for the use of the public; or to compel it to permit to all persons equal facilities of access from their own lands to its tracks, and of the use, from time to time, of those tracks, for the purpose of shipping or receiving grain or other freight, as in Rhodes vs. Northern Pacific Railroad, 34 Minnesota, 87, in Chicago & Northwestern Railway vs. People, 56 Illinois, 365, and in Hoyt vs. Chicago, Burlington & Quincy Railroad, 93 Illinois, 601.

Nor does this case show any such exercise of the legislative power to regulate the conduct of the business, or the rate of tolls, fees or charges, either of railroad corporations or of the proprietors of elevators, as has been upheld by this court in previous cases.

The order in question was not limited to temporary use of tracks, nor to the conduct of the business of the railway company. But it required the railway company to grant to the petitioners the right to build and maintain a permanent structure upon its right of way.

The order in question was not, and was not claimed to be, either in the opinion of the court below, or in the argument for the defendant in error in this court, a taking of private property for a public use under the right of eminent domain. The petitioners were merely private individuals, voluntarily associated together for their own benefit. They do not appear to have been incorporated by the state for any public purpose whatever; or to have themselves intended to establish an elevator for the use of the public. On the contrary, their own application to the railroad company, as recited in their complaint to the Board of Transportation, was only "for a location, on the right of way at Elmwood station aforesaid, for the erection of an elevator of sufficient capacity to store from time to time the cereal products of the farms and leaseholds of complainants aforesaid, as well as the products of other neighboring farms."

To require the railroad company to grant to the petitioners a location on its right of way, for the erection of an elevator for the specified purpose of storing from time to time the grain of the petitioners and of neighboring farmers, is to compel the railroad company, against its will, to transfer an estate in part of the land which it owns and holds, under its charter, as its private property and for a public use, to an association of private individuals, for the purpose of erecting and maintaining a building thereon for storing grain for their own benefit, without reserving any control of the use of such land, or of the building to be erected thereon, to the railroad company for the accommodation of its own business, or for the convenience of the public.

This court, confining itself to what is necessary for the decision of the case before it, is unanimously of opinion, that the order in question, so far as it required the railroad corporation to surrender a part of its land to the petitioners, for the purpose of building and maintaining their elevator upon it, was, in essence and effect, a taking of private property of the railroad corporation, for the private use of the petitioners. The taking by a state of the private property of one person or corporation, without the owner's consent for the private use of an-

other, is not due process of law, and is a violation of the Fourteenth Article of Amendment of the Constitution of the United States.

Judgment reversed, and case remanded to the Supreme Court of the state of Nebraska, for further proceedings not inconsistent with this opinion.

PRESS COMMENT

TERMINAL CHARGES AT NEW YORK.

The railroad companies having terminals at Southern ports abolished elevator and wharf charges, and loaded grain practically free of port assessments. By slow degrees they diverted the grain trade from the metropolis, probably for all time to come. The competition has finally wrought its effect, and New York is vainly striving to win back what it has lost. New York's efforts to restore her lost trade will be interesting to watch, but they cannot avail against the division of business among the South Atlantic and gulf ports, which already has been wrought.—Herald, Baltimore.

GOVERNMENT CROP REPORTS.

These government reports are a fearful and wonderful mystery to everybody that has kept track of them. Nobody in the wheat speculation "business" pretends to place any confidence in their reliability, but they affect prices just the same, and the one just issued is credited with a decline of 2 cents per bushel in the Chicago price. The reason why a report which is believed to be erroneous can have the same effect as if it were true is that the speculators as a rule are governed by what other people believe rather than what is true.—News, Milwaukee.

WAR ON THE BUCKET SHOPS.

For some time the postoffice department has been investigating the methods of the bucket shops that advertise for business. Twenty shops have been closed in Chicago, and the news that the department intends to carry the war into New York has made consternation among a class of thieves compared with whom sandbaggers and burglars are almost respectable. Investigations have already been made in several of the large cities, and before the work is completed the department will have played havoc with the bucket shop folk all over the land.—National Advertiser.

THE MIDDLEMAN.

The German law preventing speculation in grain futures has not had the anticipated effect, and the grain-growers propose establishing agencies for direct sale to consumers. The cost of commercial transfer and repayment between producer and consumer has arrested the attention of many inventive minds. The expense or "loss" may seem large, but when one considers the intricate relationship of all productive occupations and the multiplicity of wants to be satisfied the smallness of the waste or loss is more apt to excite astonishment. The middleman has often been attacked, but while we live by supplying each other's wants his function in the economic world must be supplied.—Globe, Toronto, Ont.

MISSOURI GRAIN INSPECTION.

The protests against the methods prevailing in the grain inspection office have been confined in the main to the grain dealers, but the whole people are concerned in the matter, and the report of the Auditing Committee brings the evil to the attention of the Legislature in such a way that action cannot be avoided. It is claimed by the grain men that the cost of grain inspection in St. Louis is double what it ought to be, and that the inspection is not what it ought to be. The reason for this is pointed out by the Auditing Committee—in the dumping on the office of friends and relatives of the commissioners and in the fee system. The duty of the Legislature to reorganize the office on a basis of efficiency and fixed salary is clear.—Republic, St. Louis.

WHEAT GROWING IN THE SOUTH.

Wheat culture has been a marvelous source of wealth to all of the West, and especially to the bleak and cold prairies of the Northwest. And, while, perhaps, in no part of the South could so grand a success be made in wheat culture, because natural conditions do not favor it so much as in the West, still there is no good reason why the South should not do its full share of the producing and secure its full share of the wealth accruing from so useful and important an industry. The wheat fields of the South, such as are found in Maryland, the Virginias, North Carolina, Northern Georgia, and Alabama, Tennessee, Kentucky, Texas and Arkansas are as good by nature as any that can be found in the country or in the world, and the wheat grown cannot be surpassed in flour making quality by any other produced elsewhere in the

world, but the misfortune is there is not enough of it grown; there are not fields enough. The acreage is much too small for so large a section of country.—Tradesman.

AN OPPORTUNITY FOR THE DEPARTMENT OF AGRICULTURE.

The Department of Agriculture in some figures lately published estimates the total corn crop of this country last year at 2,283,000,000 bushels—a figure surpassing the totals of some former years which were considered phenomenal. Not less noteworthy than the immensity of the crop is the fact that while quantities of it still remain unmarketed, they have been having bread riots in Spain, and thousands are dying of famine in India. The moral is that the people of Europe and Asia should learn to use our corn meal as a food staple, and that our government through its consulates should disseminate generally the information respecting its cheapness, palatability and nutritious quality which it promulgated in Germany a few years ago.—Philadelphia Record.

NATIONAL GRAIN INSPECTION.

Attention is called to a bill now pending in the United States Senate, which provides for the creation of a national inspection bureau under the control of the Secretary of Agriculture, who is to fix a uniform standard for wheat, corn, oats, barley and other grains. Minnesota state inspection carefully protects the legitimate interests of the farmers of the state. But the chances are ten to one that a national inspection by the agents of a Washington bureau would rapidly degenerate into, if it did not commence with being, an inspection in the interest of the great grain exporters. Minnesota, at least, wants no Washington interference with the system she has so carefully built up for the protection of her farmers. It is not likely that any other western state which has adopted a like system will favor it.—Pioneer Press.

OBITUARY

Nathan Hopkins, who was formerly in the grain and flour business at Bangor, Maine, died January 17.

George M. Maxwell, grain merchant of Kansas City, Mo., died at Springfield, Ill., January 30, of heart disease, 59 years old.

Ex-Senator James Hill, one of the foremost grain operators and farmers of St. Croix County, died at Warren, Wis., January 26, at the age of 72 years.

Joseph C. Symmes of Hamilton, Ohio, at one time a member of the Cincinnati Chamber of Commerce, and for some years actively identified with the grain business at Hamilton, died January 30, at the age of 56.

Capt. Chas. J. Baker, City Auditor of Beverly, Mass., and a well-known grain dealer of that place, died on February 9 of pneumonia. Capt. Baker was 33 years old. He carried on an extensive grain business, and was prominent in business and social circles.

Grant W. Eschenburg, member of the firm of Gerstenberg & Kroeschell, grain brokers of the Chicago Board of Trade, died January 26 at the age of 31 years. Mr. Eschenburg was well known on 'Change, having been identified with Board of Trade firms for some years.

E. J. Smiley, secretary of the Grain Dealers' Association of Northeastern Kansas, writes us under date of February 10, as follows: "Since our last meeting, our past Treasurer, J. G. Elliott, of J. G. Elliott & Co., Holton, Kan., has passed away. By his death we have lost a good, efficient worker and an honorable man. He will be missed by all who knew him."

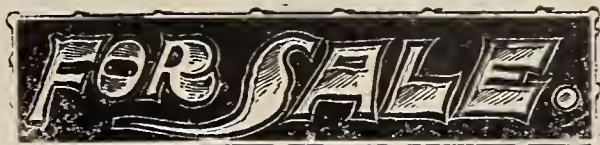
Frederick L. Lasier, ex-president of the Detroit Board of Trade, and at one time a prominent grain commission merchant of Detroit, died February 1, aged 62 years. Mr. Lasier was born in Illinois in 1835. He went to Detroit at the age of 23 years and became interested with the firm of Buckley & Williams, commission merchants and forwarders. After the death of Mr. Buckley and the retirement of Mr. Williams, he organized the firm of Lasier & Co., and continued in the same business. About 1878 the forwarding part of the firm's business was dropped, and from that time until 1888 his entire attention was devoted to the grain business on the Detroit Board of Trade. Since the above date, and until his death, Mr. Lasier held the responsible position of auditor for the firm of Parke, Davis & Co. He was elected president of the Board of Trade in 1885.

Those who declared in favor of a grain dealers' national association should join, or state their reasons for not doing so.

RICE IMPORTS AND EXPORTS.

According to the last report of the Bureau of Statistics rice aggregating 148,314,892 pounds, valued at \$2,403,868, was imported in 1896, against 201,106,847 pounds, valued at \$2,955,329, in 1895. The amounts imported in 1896, compared with 1895, were: Dntiable rice, 86,459,539, against 112,958,982 pounds; free under treaty with Hawaiian Islands, 5,526,000, against 3,791,500 pounds; flour, meal, etc., 56,329,357, against 84,356,365 pounds.

Of imported rice we exported 11,158,586 pounds, valued at \$172,826 in 1896, against 13,609,156 pounds, valued at \$209,368, exported in 1895; of which 11,134,948 pounds in 1896, against 13,609,056 in 1895, were dntiable, and 23,638 pounds in 1896, against 100 pounds in 1895, were imported free under treaty with Hawaiian Islands.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

MILL AND ELEVATOR AT A BARGAIN.

A 50-barrel roller steam mill with grain elevator attached will be sold at a bargain on easy terms. Address

JOHN C. THOMAS, Urbana, Ill.

ELEVATOR AND HAY WAREHOUSE.

A 30,000-bushel elevator and a hay warehouse for sale. In a fine location, and doing a good business. Easy terms. Owner has other business. Address

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ILLINOIS GRAIN STATIONS.

On account of other business we offer for sale two good grain stations in Central Illinois. These are both good opportunities for anyone desiring to engage in the grain business. Address

ILLINOIS, B, care "American Elevator and Grain Trade," Chicago, Ill.

IOWA ELEVATOR.

For sale, a 10,000-bushel steam elevator equipped with sheller, cleaners, 44,000-pound hopper scales, wagon dumps, roller feed mill, team scales, office and fixtures, 50,000-bushel crib capacity. All in good repair. Crib alone rent for \$500 per year. Only grain elevator in Portsmouth. Last season's shipment 625 cars oats, corn and wheat. Price \$4,000. Address

MONAHAN BROS., Portsmouth, Iowa.



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ELEVATOR MAN WANTED.

Wanted, good man capable of running an elevator and thoroughly posted in cleaning and mixing grain. Address

ARMOUR & CO., 205 La Salle St., Chicago, Ill.

ILLINOIS ELEVATOR FOR RENT.

Elevator in the best grain region of Illinois for rent. The best built and most complete house in this part of the state, on the C., C. & St. L. R. R. (Big Four). Has ear corn and grain dump, office scales, hopper scales, one run of 3½-foot French burrs, sheller and cleaner, 30-horse power engine, etc. Must be seen to be appreciated. Handled 75,000 bushels of grain in December and January; is running now. Possession given March 1, 1897. Address

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Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

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Corrugated Iron Roofing and Siding

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Special pains are taken to get out these materials so they can be cheaply put on and make a good job.

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This roofing is manufactured from natural Trinidad asphalt materials, and will not dry up and become brittle under exposure to the weather as coal tar roofings do. Send for free sample of roof 12 years old, with circular and price list to

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WARREN & CO.,
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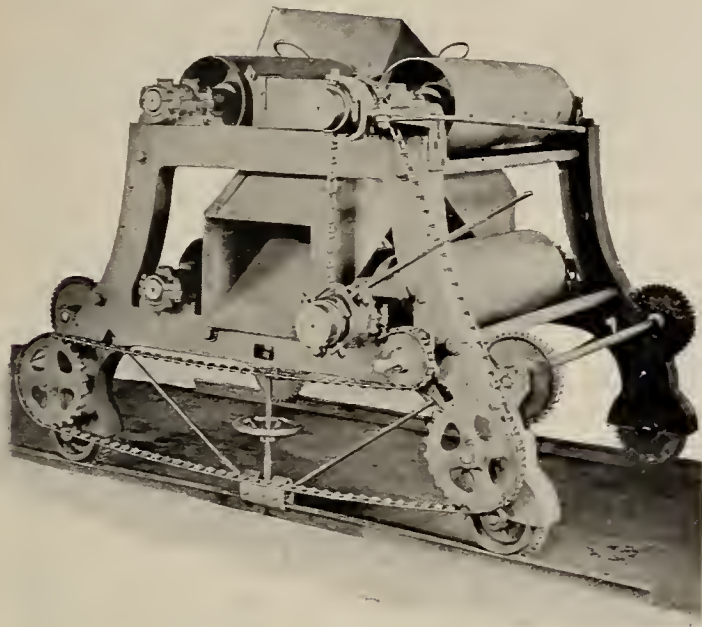
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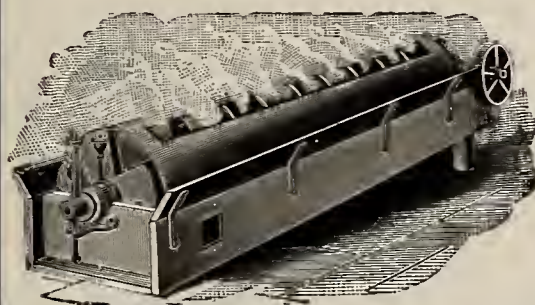


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 COAL MINING MACHINERY.
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By using our
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Which is also a successful
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 It is worth its weight in gold. It will
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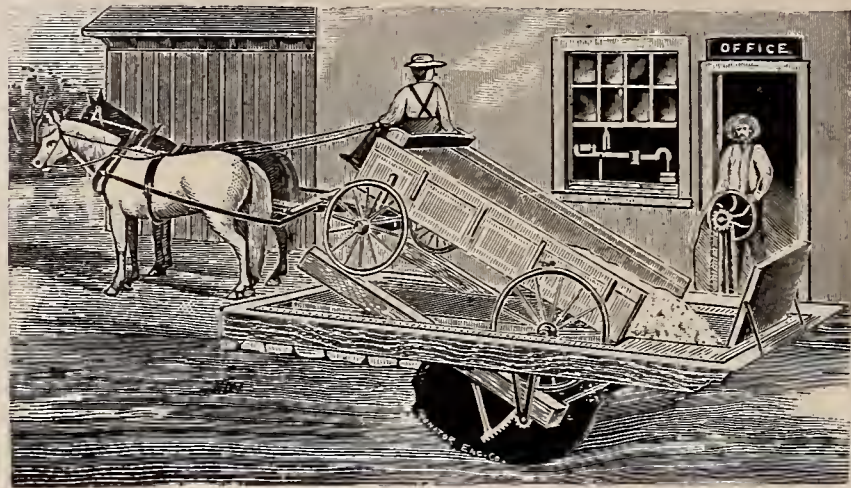
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WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No searing horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

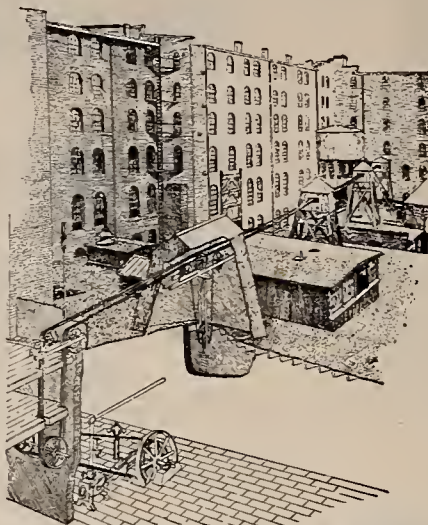
Yours truly,

M. C. WOODWORTH.

MANUFACTURED ONLY BY

THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.



150 H. P. Outdoor Rope Drive Installed 1891 at Plant of Michigan Stove Co., Detroit, Mich.

MANILA ROPE POWER TRANSMISSIONS

OF ANY HORSE POWER DESIGNED AND ERECTED.

SHAFTINGS, PULLEYS, BEARINGS, SHAFT BEARINGS, FRICTION CLUTCHES CARRIED IN STOCK.

GRAIN TRIPPERS, CAR MOVERS, GRAIN SHOVELS, WAGON DUMPS, ELEVATOR BUCKETS, BOOTS AND BOLTS.

LINK-BELT MACHINERY CO.,

ENGINEERS, FOUNDERS, MACHINISTS,
CHICAGO, U. S. A.

Roper's Practical Hand-Books for Engineers.

<i>Hand-Book of Land and Marine Engines</i>	Price, \$3 50
<i>Hand-Book of the Locomotive</i>	" 2 50
<i>Catechism of High-Pressure Steam Engines</i>	" 2 00
<i>Use and Abuse of the Steam Boiler</i>	" 2 00
<i>Engineer's Handy Book</i>	" 3 50
<i>Questions and Answers for Engineers</i>	" 3 00
<i>Care and Management of Steam Boilers</i>	" 2 00
<i>Instructions and Suggestions for Engineers</i>	" 2 00
<i>The Young Engineer's Own Book</i>	" 3 00

These books embrace all branches of Steam Engineering—Stationary, Locomotive, Fire and Marine. Any engineer who wishes to be well informed in all the duties of his calling, should provide himself with a full set. They are the only books of the kind ever published in this country, and they are so plain that any engineer or fireman that can read can easily understand them. Address

Mitchell Bros. Co., 184 Dearborn Street, Chicago.

J. B. ALLFREE MFG. CO.

INDIANAPOLIS, INDIANA.

BUILDERS OF

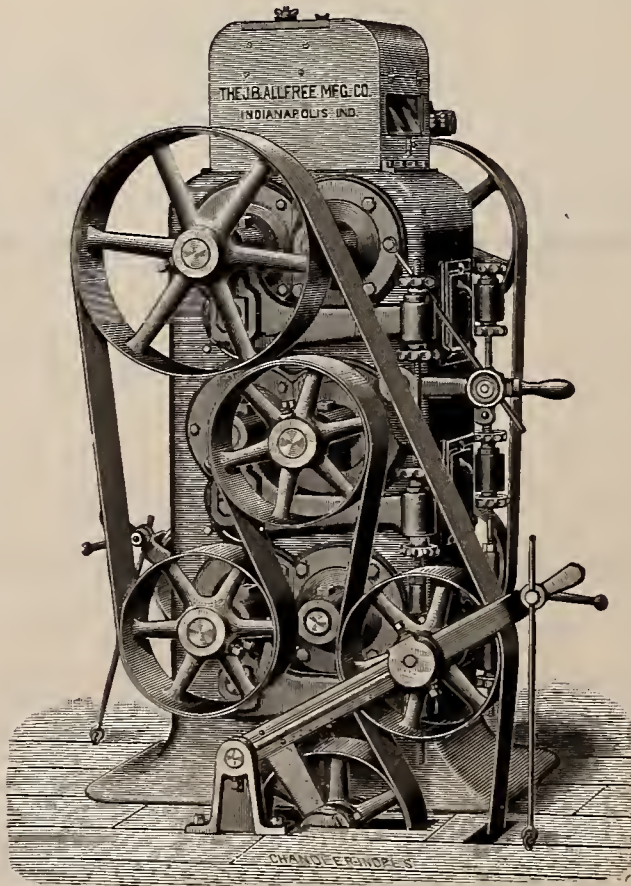
THE HIGH MILL SYSTEM,

An Improved Milling System,

Makes Better Flour, Saves Power,
Room and Labor.

Corn Shellers,
Automatic Engines,
Cornmeal Plants.

Describe wants and write for
Circulars.



MANUFACTURERS OF

FLOUR-MILL and ELEVATOR MACHINERY.

Improved Rope Drives,
Shafting and Pulleys,
Corn and Feed Rolls,
Aspirating Meal Bolts,
Hominy Separators,
Grain Separators.

SPECIAL PRICES UPON APPLICATION.

"The official lists of the grain dealers, shippers, flouring mills, elevators and commission houses of any one of the 27 of the principal cities is alone worth many times this small sum and this is the only work which contains these lists, and they are correct and revised to date, besides the many thousands and thousands of places all over the country where grain is bought and sold"

BEGIN THE YEAR 1897 RIGHT!
SEND A CHECK FOR \$3.00 BEFORE TOO LATE AND GET
\$24.00 Worth of the Most Valuable and Up-to-Date Advertising and Works relating to the GRAIN TRADE **FOR \$3.00**

Read the Greatest Offer Ever Made to anyone who Operates an Elevator or Flouring Mill, who is a Grain Buyer or Seller, a Grain Commission Merchant, a Track Buyer or Seller, or ANYONE WHO DESIRES TO REACH ANY OF THIS CLASS OF CUSTOMERS.

SEND YOUR CHECK FOR \$3.00 and You Will Get the Following Works and Advertising, Worth **\$24.00**, Expressage Fully Prepaid.

Clark's Grain Dealers' and Shippers' Gazetteer for 1897-98, 500 pages, 9x12 inches, bound in cloth.....	regular price, \$ 5.00	} TOTAL \$24.00
Space of fourteen agate lines for your advertisement in same.....	regular price, 10.00	
* Clark's Grain Dealers' and Shippers' Gazetteer for 1896, 300 pages, bound in cloth.....	regular price, 5.00	
Ropp's Commercial Calculator, 150 pages, the greatest work of the kind on earth for any grain man, worth \$10.00.....	regular price, 1.00	
Every Day Facts; a Condensation of a \$25.00 Encyclopædia, 484 pages, 7x10 inches.....	regular price, 1.00	
One Year's Subscription to Prime's Crop Bulletin, issued 24 times a year.....	regular price, 2.00	
ALL FOR \$3.00 WITH ORDER , Expressage Fully Prepaid. Was Ever Such an Offer Made Before? Think of It! FOR \$3.00.		

CLARK'S GRAIN DEALERS' and SHIPPERS' GAZETTEER FOR 1897-98

Containing the Official List of Flouring Mills, Elevators, Grain Dealers, Shippers and Commission Merchants
 Located on ALL THE RAILROADS THROUGHOUT THE UNITED STATES AND CANADA.

To the Individual or Firm Receiving this Issue of the Elevator and Grain Trade:

GENTLEMEN:—Your business is located on one of these railroads somewhere in the U. S., and your name has been furnished for the work by the officials of said road, as the work is issued under their indorsement and with their co-operation. To print here all the roads represented would take up too much room. Should your firm, however, be a subscriber to **Clark's Grain Dealers' and Shippers' Gazetteer** for 1896 you are aware of the value of the works and advertising above mentioned, and that you paid the amount asked for the entire list for the book alone. Eighty per cent. of the subscribers have renewed, as before, without premiums or advertising space as offered above. The 1897-98 edition of this work (now being compiled) will include the lists of **more than one hundred railroads not appearing in work for 1896**. It will be between 400 and 500 pages, handsomely bound in cloth, and the work will be good for the years 1897 and 1898. The roads being alive to the importance of the work, every line represented gives the lists the most careful revision, so that absolute accuracy is guaranteed. Besides, the millers and elevators will be marked so that you can tell at a glance whether a firm belongs to the milling, elevator, grain buying or commission class. It contains the Grain Inspection Rules of the leading Boards of Trade, including Minneapolis, Philadelphia, Milwaukee, St. Louis, Detroit, Chicago, Cincinnati, Toledo, etc., the list of officers of the leading Boards of Trade and other information of interest and profit to proprietors of elevators, flour mill owners, grain dealers and shippers, commission houses and track buyers, and concerns who desire to reach this class of customers. The price of the work hereafter will be \$5.00, but should you feel like taking advantage of the above you may do so, if you send your remittance—in that case you can have the entire list sent by express fully prepaid for only \$3.00. Here's an opportunity to get an immense amount of up-to-date information and valuable advertising for a very small sum. Any of the items mentioned are worth more than the price asked for all. Remember, only \$3.00 pays for the entire lot. Send at once so as not to be too late, and inclose "copy" for your advertisement. Write advertisement plainly, as "proof" cannot be shown. Address

CLARK'S GRAIN DEALERS' AND SHIPPERS' GAZETTEER, 10th Floor Adams Express Building, Chicago.

It Has Occurred to Us That all an advertisement might say would not influence you as much as to print (as we do below) THE NAMES OF OLD SUBSCRIBERS WHOSE ORDERS FOR THE 1897-1898 WORK WERE RECEIVED IN ONE DAY'S MAIL RECENTLY. It shows the diversity of the circulation of this great work and the high esteem in which it is held. Do you believe these hard-headed business men would send a RENEWAL for a work that did not pay them? They paid the price asked and received no premiums. You get \$24.00 worth for \$3.00. Send at once. (*See foot note.) There are also a few letters from old advertisers in the previous work who send renewals for 1897-1898. Your advertisement ought to pay you the same or even better than it does them. A medium that an advertiser who has thoroughly tested it says is good must be VERY GOOD. Send us your order at once.

Chase, Hibbard Milling Co., Elmira, N. Y.	Watertown Roller Mills, Watertown, S. D.	Davis & Co., Elevators, Nevada, Mo.	Oriental Roller Mills, Butler, Pa.
The Weston Mill Co., Scranton, Pa.	The Cutler Co., North Wilbraham, Mass.	Edward J. Wilkins, Pittsburg, Pa.	California Store Co., California, Pa.
Jesse Jones & Son, Norfolk, Va.	Bernier & Co., St. Hyacinthe, Can.	C. M. McLaughlin, Unity, Pa.	Campbell, Morrell & Co., Passaic, N. J.
J. Chas. McCullough, Exp'r., Cincinnati, O.	Miner, Hillard Flour Mills, Wilkesbarre, Pa.	G. L. McLane & Co., Union Mills, Ind.	E. B. Mohood, Pittsburg, Pa.
Southern Grain Co., Kansas City, Mo.	B. L. Bridges & Co., Memphis, Tenn.	Hertz & Kever, Kansas City, Mo.	G. C. McKay, Palmer, Neb.
Santona Roller Mills, Santona, Iowa.	S. L. Hamilton, Ashland, Ill.	W. M. Reid, Grain, Bucyrus, O.	The Cerealine Mfg. Co., Indianapolis, Ind.
Saginaw Milling Co., Saginaw, Mich.	G. W. Kennedy & Son, Shelbyville, Ind.	Mercer & Kulp, Phoenixville, Pa.	C. L. Houghton, Springfield, Mass.
Chas. A. Ayres & Co., Martinsville, O.	S. R. Lown, Cuba, N. Y.	E. R. Ulrich & Son, Springfield, Ill.	Waples, Painter & Co., Munster, Tex.
Griffiths & Hayes, Ag'l Imp., Paoli, Kan.	Caughay & Curran, Detroit, Mich.	J. D. Nichols & Son, Noble, Ill.	W. B. Crowder, Pottsboro, Tex.
Ballard & Ballard Co. Mill, Louisville, Ky.	Howell & Webster, Middletown, N. Y.	Scott Roves' Sons, Cincinnati, O.	C. F. Snebble & Co., Sherman, Tex.
McCord & Kelly, Columbus, Mo.	Schwartz & Co., Walcott, Iowa.	Chas. H. Lindner, Valparaiso, Ind.	J. B. Stringer & Co., Chatham, Ont.
J. H. Hennesch & Co., Cincinnati, O.	J. S. Lewis & Co., Lockhart, Tex.	E. F. Grover, Grain, Glyndon, Minn.	M. Bowes & Co., Bath, N. Y.
Enterprise G'n Elevator, Binghamton, N. Y.	Henry Lytle & Sons, Somers, Wis.	C. O. Matheny & Co., Springfield, Ill.	DeJonge & VanHeulen, Grand Rapids, Mich.
L. Frersdorf & Son, Hudson, Mich.	R. L. LeBlanc, Grain, Chetawa, Miss.	Robt. Eliot & Co., Grain, Milwaukee.	Henry Booklage, Marthasville, Mo.
Pnn Yan Roller Mills, Penn Yan, N. Y.	G. A. Richards, Grain, Guilford Center, N.Y.	A. Sperling, Dewey, Ill.	J. L. Ottaway & Co., Flushing, Mich.
McFarlane Mill Co., Sherbrooke, Quebec.	J. S. Liggett, Grain, Wellsburg, W. Va.	Alden F. Hays, Grain, Sewickley, Iowa.	H. C. Amberg, Hickman, Ky.
Dwight M. Baldwin, Jr., Graceville, Minn.	John Wade & Sons, Memphis, Tenn.	W. A. McLogan & Co., Carroll, Iowa.	Monon Elevators, Vincennes, Ind.
Logan & Co., Grain, Nashville, Tenn.	George H. Swearingen, G. Store, Dunbar, Pa.	R. J. Gothers, Hastings, Pa.	W. A. Holland, Ft. Riter, Ind.

"In the Opinion of the Leading Millers, Elevator Owners, Grain Merchants, Buyers and Sellers, it is the Best Work Ever Issued."

Sandwich Enterprise Company.

SANDWICH, ILL., Dec. 2, 1896.
 Gentlemen:—We have yours of the 27th ult., and have concluded to place our advertisements in the Gazetteer which you are getting ready for publication, accepting your offer, which we understand is the same as made last year which we used. We sign order and inclose same herewith. You may use the same full page advertisement as before, page 87, in your publication. You may also use the central page "ads." as found on pages 122, 134, 136, 138, 44, five in all.
 Yours truly,
 SANDWICH ENTERPRISE CO.,
 By W. H. Robertson, Asst. Secy.

The S. Howes Co.

SILVER CREEK, N. Y., Dec. 2, 1896.
 Gentlemen:—We are in receipt of yours of the 25th and will state that we will take the page in your new book. We have never received a copy of the former book that you issued. The writer was in Chicago recently and saw one of your books at the American Miller office, at which time we took your name with the intention of writing you for a copy of the book, which please send us on receipt of this letter, as we are entitled to it and can use it to good advantage. Kindly send it promptly and oblige. We would just as soon use the copy that is in the old book.
 Yours very truly,
 Per F. L. Cranson, Secy. THE S. HOWES CO.,

The Case Manufacturing Co.

COLUMBUS, OHIO, Dec. 2, 1896.
 Gentlemen:—In response to your letter of recent date we inclose to you order for renewal of full page advertisement in the Grain Dealers' & Shippers' Gazetteer for the years 1897-1898. It may be of interest for you to know that our year's advertisement in the Gazetteer was a valuable one to this company, and we confidently believe that greatly aided our trade, and it is with pleasure that we renew the same for the year above indicated.
 Wishing you abundant success, we remain,
 Yours truly,
 THE CASE MANUFACTURING CO.,
 By J. F. Oglevee, Vice-Prest.

Send your order at once. \$3.00 pays for all, to be sent express charges fully prepaid. Don't forget to send "copy" for advertisement at same time. Address

CLARK'S GRAIN DEALERS' AND SHIPPERS' GAZETTEER, 10th Floor Adams Express Bldg., CHICAGO, ILL.

*The first 200 firms sending in their subscriptions will receive 1896 book free, as above mentioned. As we have only 200 of these books on hand, send in your orders quickly, with the "copy" for your 14-line advertisement. Write advertisements plainly as we cannot send proof of same.

JAMES STEWART & CO.,

ENGINEERS AND CONTRACTORS FOR

GRAIN ELEVATORS,

RAILROAD WORK AND HEAVY STRUCTURES,
ST. LOUIS AND BUFFALO.

CONSTRUCTION DEPARTMENT—WORK IN 1895.

GRAIN ELEVATORS:

500,000-bushel Elevator, with Marine Leg and Conveyor House 940 feet long, for the New Orleans & Western R. R. Co., Port Chalmette, La.
200,000-bushel Elevator for the Geo. P. Plant Milling Co., St. Louis, Mo.

RAILROAD BUILDINGS:

Two Freight Warehouses, each 115x625 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.
Eighty Cotton Warehouses, 62x98 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.

RIVER AND HARBOR:

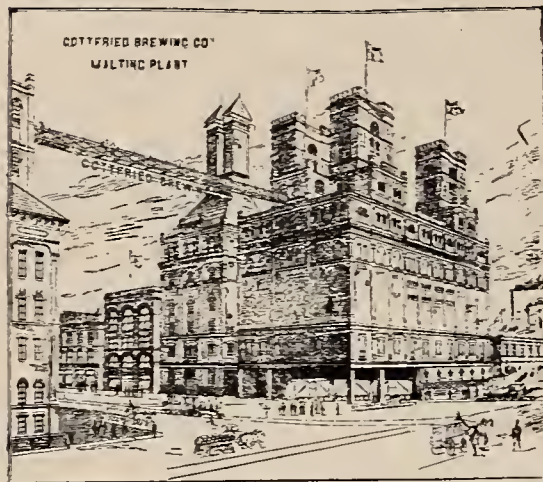
Dock and Warehouse, 225x1,500 feet for the New Orleans & Western R. R. Co., Port Chalmette, La.

MISCELLANEOUS:

85,000 Spindle Mill, for the Berkshire Cotton Mfg. Co., North Adams, Mass.
15,000 Spindle Mill, for the Home Cotton Mills Co., St. Louis, Mo.
Warehouse for the Bemis Bros. Bag Co., St. Louis, Mo.
10,000-bushel Distillery, the largest in the world, for the Indiana Distilling Co., Terre Haute, Ind.
Two Cotton Warehouses, each 200x250 feet, for the Pelzer Mfg. Co., Pelzer, S. C.
Cattle Barns, capacity 2,500 head, for the Indiana Distilling Co., Terre Haute, Ind.

500,000-bushel Storage Elevator for the Riverside Malting & Elevator Co., Riverside, Cincinnati, O.
150,000-bushel Elevator for the Indiana Distilling Co., Terre Haute, Ind.

Cotton Compress Warehouse, 108x310 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.
Freight Station for the Baltimore & Ohio Southwestern R'y Co., Brighton, Cincinnati, Ohio.



WILHELM GRIESSER

ENGINEERING COMPANY . .

Designers and Builders of

Elevators, Breweries, Malt Houses,
Distilleries and Machinery.

Patentee and maker of the Grain Dryer "America," Direct Supporting Cellar Construction, Steep-Tank and Mash-Tub Valves.

907-911 Schiller Building, Chicago.

Honstain Bros., CONTRACTORS AND BUILDERS OF . . Grain Elevators.



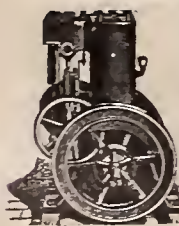
Estimates furnished on application for Transfer, Mixing and Storage Elevators.

We invite inspection of our designs and solicit correspondence respecting the construction of Grain Elevators. We keep a full line of Mill and Elevator Supplies.

WE REFER TO THE FOLLOWING WORK WHICH WE HAVE DONE:

Nebraska City & Ill. Ele. Co., Chicago,	2,000,000	Interstate Grain Co., Minneapolis,	500,000
Bartlett Frazier Co., "	1,000,000	City Elevator Co., "	400,000
H. Rogers Co., St. Louis,	500,000	Security Grain Co., "	400,000
P. H. Peavey & Co., Minneapolis,	1,000,000	Royal Milling Co., Great Falls, Mont.,	100,000
S. S. Linton & Co., "	650,000	Jennison Bros., Janesville, Minn.,	100,000
S. S. Linton & Co., "	450,000	400 Country Elevators, from	10,000 to 50,000

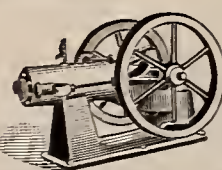
313 Third Street South, - Minneapolis, Minn.



Prouty Electro-Gasoline Engine.

Has no equal for Shops, Factories, Dynamos, Hoisting, Pumping, Mills, Boats, Printing Offices, Tractions, Road Wagons.
Built in sizes from 2 to 50 Horse Power.

THE PROUTY CO.,
334 Dearborn St., Chicago, Ill.



GASOLINE ENGINES

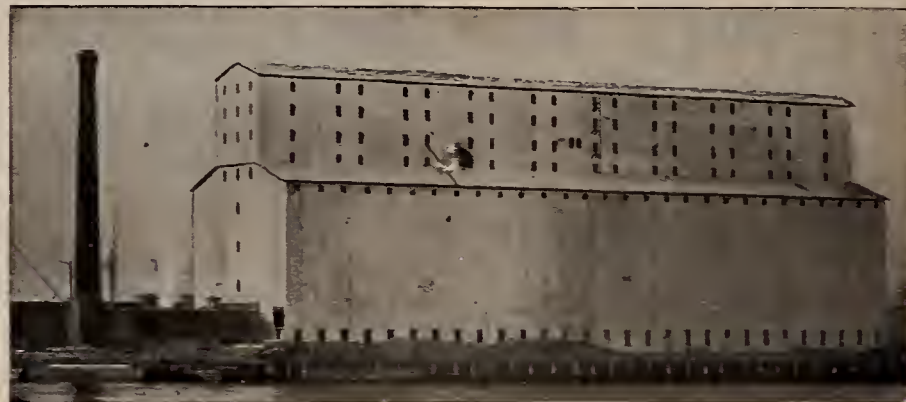
Are the best and cheapest power for Elevators, Conveyors, Feed Mills, Corn Shellers, Etc.
Catalogue Free.

The Van Duzen Gasoline Engine Co.,
CINCINNATI, OHIO.

D. A. ROBINSON

Main Office: Auditorium Annex, Chicago.

Construction Office: Great Northern Steamship Docks, Buffalo, N. Y.



Designer and Builder of

GRAIN ELEVATORS, MALT HOUSES

And all Kinds of Heavy Construction.

Patent System of Independent
Leg Rope Drive.

Patent Double-Jointed
Distributing Spouts.

Patent Automatic
Grain Belt Tripper.

A PERFECT GRAIN DRYER.

Wet or Damaged Grain Restored to Grade.



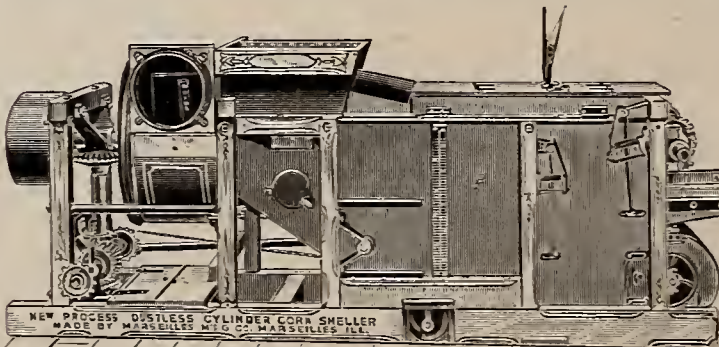
WRITE FOR DESCRIPTIVE CIRCULAR.

JOHN S. METCALF & CO.,

Engineers,
Grain Elevator Builders,

1075 WEST 15TH STREET, - - CHICAGO.

The New Process Warehouse Corn Sheller.



Something New

The
Latest
Improvements

Specially built for
the Elevator and
Grain Trade.

A NEW PROCESS OF SHELLING CORN.

Some of the special features are: An Adjustable Cylinder, White Iron Shelling Parts, Spiral Shelling Head, Double Suction and Blast Fans, Positive Screw Feed, no Clogging, no Grinding of Corn. Cobs Left in Good Shape for Fuel, no Waste of Grain or Power. Address

MARSEILLES MFG. CO., MARSEILLES, ILL.

The Heidenreich Construction Co.,
 ENGINEERS AND GENERAL CONTRACTORS,
 Designers and
 Builders of
GRAIN ELEVATORS
 Steel and Wood Construction,
 MALT HOUSES AND BREWERIES,
 541 The Rookery, Chicago, Ill.

TROMANHAUSER BROS.,
 ARCHITECTS, CONTRACTORS, AND BUILDERS OF
GRAIN ELEVATORS.
 COUNTRY, TRANSFER, MIXING, MARINE, AND
 TERMINAL STORAGE ELEVATOR PLANTS.
 Plans Submitted and Estimates Furnished.
 315 New York Life Building, MINNEAPOLIS, MINN.



WHEN YOU WANT
 Elevator or Mill
 Supplies,

Cleaning Machines,
 Feed Mills,
 Corn Shellers,
 Engines and Boilers,
 Gasoline Engines,
 Horse Powers,

WRITE TO

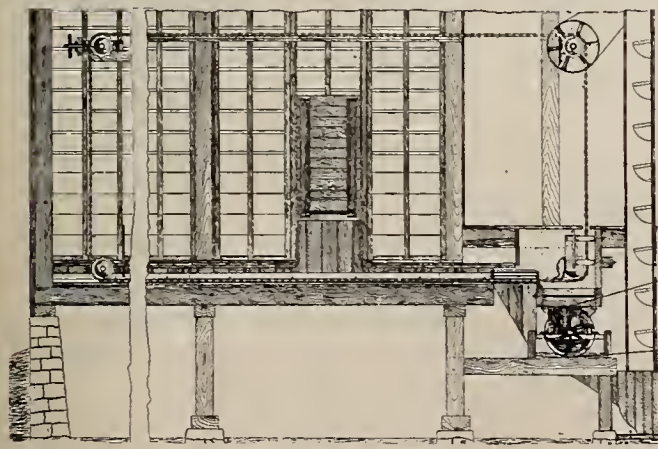
GREAT WESTERN MANUFACTURING CO.

General Office and Factory, LEAVENWORTH, KAN.

Warehouse and Salesrooms, 1221-1223 Union Ave., KANSAS CITY, MO.

SEND FOR OUR ILLUSTRATED CATALOGUE.

THE B. S. CONSTANT COMPANY,



SHELLER FEEDER.

Our Elevator Cleaner collects all dust at the head of the elevator before the grain reaches the bins. It also removes the loose silk, shucks and snow out of ear corn and conveys it to the dust room. Correspondence solicited.

S. W. CORNER DOUGLAS AND PRAIRIE STREETS, BLOOMINGTON, ILL.

DESIGNER AND
 BUILDER OF

**Grain
 Elevators,**

MANUFACTURER OF

Grain Cleaning Machinery

For Elevators and Mills.

Seed and Farm Fanning Mills,

Automatic Self-Feeding Ear
 Corn Elevator Boot and
 Sheller Feeder.

THE INK WITH WHICH THIS PUBLICATION IS PRINTED
 IS MADE BY THE
QUEEN CITY PRINTING INK CO.
 SOUTH ST. CINCINNATI, O.

**Macdonald Engineering
 Company,**

CONTRACTING ENGINEERS,

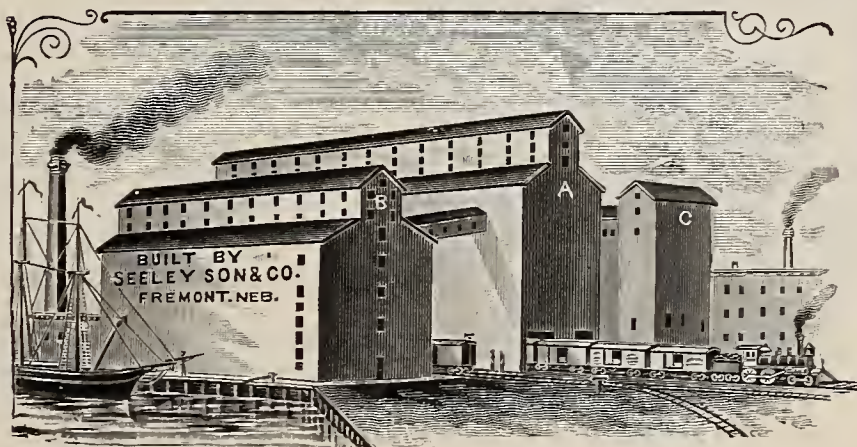
Designers and Builders of Wood and Steel

GRAIN ELEVATORS

Any Capacity.

1454, 1455 and 1456 Monadnock Block, Chicago, Ill.

SEELEY, SON & CO.,
 Fremont, Neb.

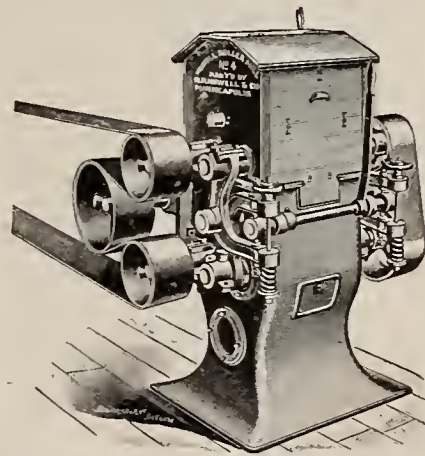


Architects and Builders

OF ALL KINDS OF

GRAIN ELEVATORS.

WE MANUFACTURE EVERYTHING ...

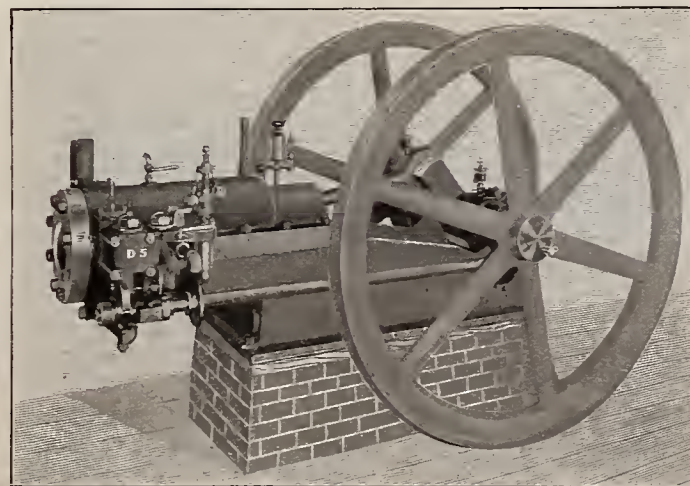


Pertaining to Grain Elevators, including Roller Feed Mills, Power Corn Shellers, Crane Single and Double Gear Elevator Horse Power, the Minneapolis Horse Power, Engines, Boilers, Car Pullers, Power Grain Shovels, Elevator Boots, Grain Spouts, Pulleys, Shafting, Hangers, Boxes, Couplings, Link Chain, etc., etc.

Write for prices direct to
 the manufacturers,

R. R. HOWELL & CO., Minneapolis, Minn.

"NEW ERA" GASOLINE ENGINE.



Easy to Start.

Easy to Operate.

Vertical Poppet
 Valves.

Electric or Tube
 Igniter.

Any working part re-
 moved for cleaning or
 repairing without dis-
 turbing other parts.

Heavy and substantial.
 First class throughout.

Thoroughly
 Guaranteed.

Sizes 10 to 60 H. P.

For Catalogue and Prices address

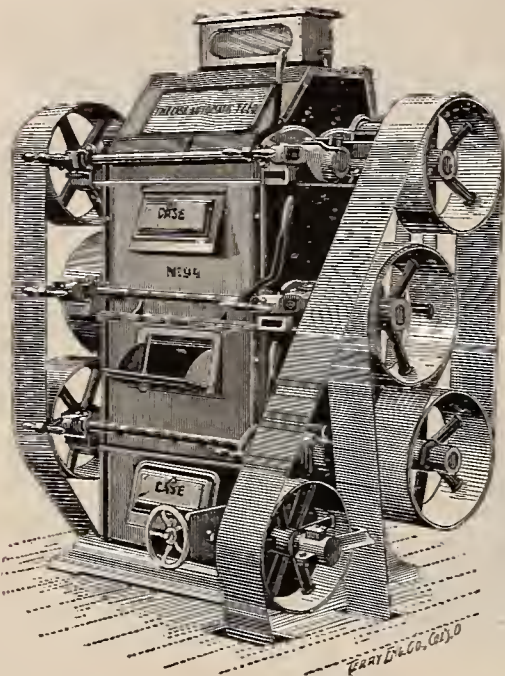
NEW ERA IRON WORKS, 30 WAYNE AVE., DAYTON, OHIO.

Elevator Men,

Who put in a ROLLER FEED MILL last season, found it a profitable investment. Some Roller Feed Mills put in by elevator men have more than paid for themselves in one season. The demand for ground feed during the coming season promises to be even greater than during the last.

The Case Three-Pair High Corn and Feed Roller Mills

Are made in four sizes, and always do perfect work.



ONTARIO, IND., April 8, 1895.
The Case Manufacturing Co.,
Columbus, Ohio.

DEAR SIR:—We have the 9x18 Three-High roll running, and it is the best Feed Roll that I ever handled or saw. We can grind 60 to 65 bushels per hour with less than half the power that we used with the old stone.

She is a daisy. We have smiles all over our faces like a full moon. Now, if you want a statement regarding the roll, let me know, and will write you a good one. Everything all O. K.
Yours respectfully,
M. S. MILLER.

We Keep a Full Line of
ELEVATOR AND MILL SUPPLIES
AND MACHINERY.

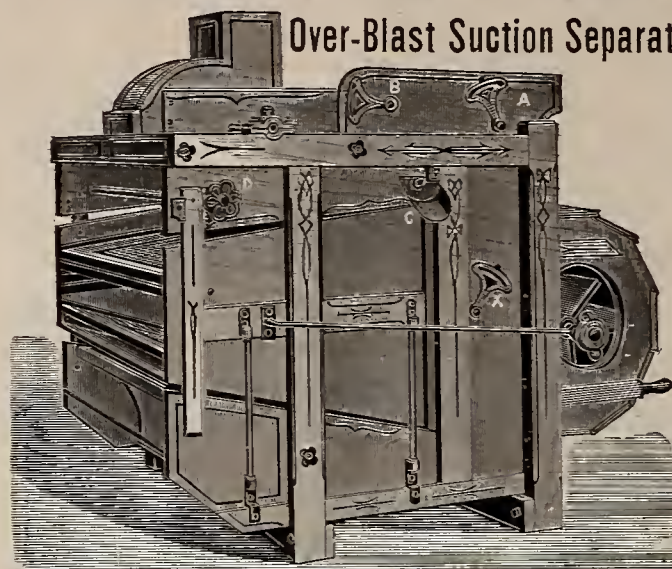
Grain Cleaners, Corn Shellers, Corn Cleaners and Scourers.

CORN MEAL BOLTS.

WRITE US FOR PRICES BEFORE BUYING.

THE CASE MFG. CO., COLUMBUS, OHIO.

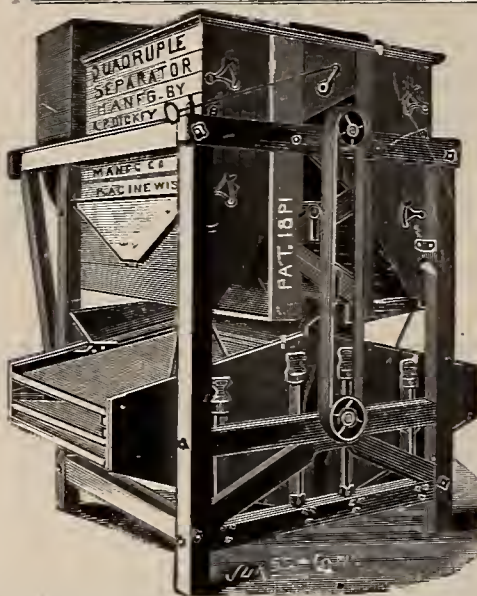
THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.



THE
STANDARD
IN THEIR
LINE.

“Grain
Cleaned
to a
Standstill.”

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over-Blast.



The Quadruple Suction Dustless Separator, Four separate suctions, independent of each other, with sieves and screens, requiring less power, less floor space, lower in height, needing less bracing, has better and more perfect separations, and furnished with the only perfect force feed and mixer on the market. Guaranteed to clean Grain to any desired standard without waste once through this machine twice as well as any machine made.

For CIRCULARS and PRICES address

A. P. Dickey Mfg. Co.
RACINE, WIS.

THE CONTINENTAL HOTEL
IS THE ONLY FIRST CLASS HOTEL IN THE IMMEDIATE BUSINESS
AND AMUSEMENT CENTER OF THE CITY CONDUCTED ON THE
AMERICAN PLAN AT \$2.00 PER DAY
STEAM HEAT, PASSENGER ELEVATOR
AND OTHER MODERN CONVENIENCES.
TABLE AND SERVICE THE BEST
ROOMS NEWLY AND NEATLY FURNISHED. THE NEXT TIME YOU ARE IN CHICAGO TRY
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THE SMITH PNEUMATIC TRANSFER AND STEEL STORAGE SYSTEM.

*Now in Successful Operation
at Toledo, Ohio.*

This is an entirely new and complete system for handling, treating and storing grain, seeds, millstuff, coal, sand, gravel, salt and other subdivided substances which can be handled in bulk, and the protection and preservation of cereals, seeds, vegetables, fruits, ensilage and fodder crops, cotton, wool and other fibers, tobacco, provisions and all perishable substances and valuable commodities in absolute safety from fire, water, air, storms, floods, microbes, insects, vermin, animals, thieves, evaporation, fermentation, oxidation or other causes of damage or destruction.

This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

It is fully protected by 20 patents already issued, and others pending, in the United States and principal foreign countries.

It was on exhibition at the World's Columbian Exposition of 1893, and was awarded four highest medals and diplomas and received in addition thereto the highest indorsement of the principal officers of the Exposition as well as of the highest authorities in all industries to which it is applicable.

The title to all patents and other rights belonging to this system is vested in The Smith Pneumatic Transfer & Storage Co., and any infringement thereon will receive prompt attention.

The policy of the Company in regard to the introduction of its system is to make such liberal and easy terms with all who desire to use it that there will be no cause for complaint.

Full particulars furnished on application in person or by letter to

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1327 Manhattan Building,
315 DEARBORN ST., CHICAGO.

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Timothy, Clovers, Flax, Hungarian, Millets, Red Top, Blue Grass,
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Pop Corn, Buckwheat, Field Peas, etc.

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Manufactured exclusively by us at Chicago, with latest improvements.

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GENERAL MACHINISTS,
127, 129, 131, 133 West Washington St.
CHICAGO.

CUT OUT, FILL IN AND MAIL TO SECRETARY W. H. CHAMBERS, DES MOINES, IOWA.
(SEE OTHER SIDE.)

APPLICATION FOR MEMBERSHIP.

W. H. CHAMBERS,
Secretary of the Grain Dealers' National Association,

DES MOINES, IOWA.

189

SIR:—
I hereby make application for Membership in THE GRAIN DEALERS' NATIONAL ASSOCIATION OF THE UNITED STATES, in accordance with the rules and regulations governing the Association, and to which I have subscribed on the back of this Application, and enclose herewith the membership fee of \$10.00.

Firm Name

City or Town

County State

Number of Elevators Located

At

At

At

At

At

At

At

At

THE "OTTO" GASOLINE ENGINE,

SIMPLEST
CHEAPEST
BEST

POWER

FOR . . .

Grain Elevators, Flour and Feed Mills,
Water Works, Electric Light Stations.

The Otto Gas Engine Works, }
33d & Walnut Sts., PHILADELPHIA, PA.

OFFICES: { 245 Lake Street, CHICAGO.
321 S. 15th Street, OMAHA.
212 Nicollet Avenue, MINNEAPOLIS.
35 E. Ohio Street, INDIANAPOLIS.

CUT OUT, SIGN AND MAIL TO SECRETARY W. H. CHAMBERS, DES MOINES, IOWA.
(SEE OTHER SIDE.)

CONSTITUTION AND BY-LAWS OF THE GRAIN DEALERS' NATIONAL ASSOCIATION.

Adopted at Chicago, November 9, 1896.

CONSTITUTION AND BY-LAWS.

PREAMBLE.

We, the undersigned, being regularly engaged in the buying and selling of grain, and recognizing the necessity of a National Association of Grain Dealers, do hereby associate ourselves in an organization, the object of which shall be the advancement and protection of the common interests of those who are regularly engaged in the grain business, the formulating of rules to govern the transaction of business and the promotion of friendly relations among legitimate grain men of the country.

CONSTITUTION.

ARTICLE I.—NAME.

Section 1. The name of this organization shall be The Grain Dealers' National Association.

ARTICLE II.—MEMBERSHIP.

Section 1. Any person, firm or corporation operating a grain elevator and engaging in the buying and selling of grain continuously, may become a member of this Association; also, any person, firm or corporation who has been engaged in the buying and selling of grain continuously at one station for at least 2 years, yet has no elevator, may, upon the recommendation of two persons or firms who are members of this Association in good standing, and are operating grain elevators at the same or nearby stations, be admitted to membership.

Sec. 2. Regular grain receivers and regular track buyers, who do not sell grain for, or send bids to, or buy grain from grain scalpers, irregular grain dealers, transient buyers or "scoop-shovel men," may be admitted to honorary membership upon the payment of the regular membership fees.

Sec. 3. No person, firm or corporation shall be admitted to membership in this Association unless he or it shall receive the full vote of the Board of Directors, and shall subscribe to this constitution and by-laws.

ARTICLE III.—OFFICERS.

Section 1. The officers of this Association shall consist of president, first vice-president, second vice-president, a treasurer and a secretary, and a board of directors consisting of the president, the secretary and five members of the Association.

Sec. 2. In case a vacancy occurs in the Board of Directors between meetings, the President shall appoint a successor for the balance of the term of office.

ARTICLE IV.—DUTIES OF OFFICERS.

Section 1. It shall be the duty of the President to preside at all meetings of the Association, and at all meetings of the Board of Directors, and to sign all orders drawn on the Treasurer by the Secretary.

Sec. 2. In the absence of the President, the First Vice-President shall preside at all meetings of the Association.

and in the absence of both, the Second Vice-President shall preside.

Sec. 3. It shall be the duty of the Secretary to record and preserve all minutes of meetings of the Association, conduct correspondence and issue notices of meetings to each member. He shall make a report at each annual meeting, keep members posted on what is being done between meetings, and perform such other duties as may be required by the Board of Directors.

Sec. 4. It shall be the duty of the Treasurer to collect all fees and dues, have charge of all moneys of the Association, and pay out money only upon orders signed by the President and Secretary. He shall report the state of the finances at each regular meeting of the Association.

ARTICLE V.—FEES AND DUES.

Section 1. The membership fee of the Association shall be \$10, which shall accompany each application for membership.

Sec. 2. The annual dues shall be \$5, more or less, according as the Association shall decide at the annual meeting, payable on the first of each year. Members who have more than one house shall pay in addition to the annual dues, an annual fee of \$1 each for first 10 houses; a fee of seventy-five cents for each house in excess of 10 and not over 30, and a fee of fifty cents each for each house in excess of 30.

ARTICLE VI.—AMENDMENTS.

Section 1. This constitution may be amended at any annual meeting of the Association, by an affirmative vote of two-thirds of the members present. Notices of proposed amendments must be mailed to each member at least thirty days prior to the annual meeting.

BY-LAWS.

ARTICLE I.—MEETINGS.

Section 1. There shall be annual meetings of this Association, subject to the call of the Board of Directors.

Sec. 2. A quorum shall consist of 50 members, who shall be represented by person or proxy.

Sec. 3. The Board of Directors shall meet quarterly, at such time and place as they may decide upon.

ARTICLE II.—ELECTION OF OFFICERS.

Section 1. Officers shall be elected, by ballot, at each annual meeting, and hold their offices for one year, or until their successors are duly elected and have qualified.

ARTICLE III.—EXPENSES OF OFFICERS.

Section 1. The traveling and hotel expenses of all officers at regular and special meetings shall be paid by the Association.

Sec. 2. The Secretary shall receive a salary of \$1,000 per year.

Sec. 3. The Treasurer shall give bonds in the sum of \$5,000.

ARTICLE IV.—APPLICATIONS FOR MEMBERSHIP.

Section 1. Applications for membership accompanied by the membership fee shall be made to the Secretary and turned over to the Board of Directors. Each applicant must be recommended by two members in good standing, and the applicant shall become a member upon receiving the unanimous vote of the Board of Directors, and subscribing to the Constitution and By-laws. If the applicant is not elected a member, his membership fee shall be returned to him.

ARTICLE V.—STANDING COMMITTEES.

Section 1. The Board of Directors shall act as an executive committee.

Sec. 2. There shall be a standing Committee on Transportation consisting of five members, appointed by the President at each annual meeting.

Sec. 3. The Secretary or complaining member shall refer to the Board of Directors all matters needing adjustment, such as discrimination in freight rates, shortages, dishonest returns, or other grievance between any member and railroad, consignee, or others.

Sec. 4. The Board of Directors shall make a thorough investigation of all complaints, attempt to secure settlement of same and report every case to the Association.

ARTICLE VI.—DUTIES OF MEMBERS.

Section 1. The name of any member of this Association who has not paid his annual dues shall, after due notice, be stricken from the roll of membership.

Sec. 2. It shall be the duty of members to aid in protecting the interests of every member of the Association.

Sec. 3. Members of this Association shall not buy grain at any station where they are not regularly doing business and where there is a regular buyer who is a member of this Association without the consent of such buyer.

Sec. 4. So far as lies in their power, members of this Association shall not transact business with irregular dealers; with parties against whom unfairness is proved; with receivers who patronize irregular dealers, or with those who solicit grain from farmers or irregular dealers.

Sec. 5. It shall be the duty of every member of this Association who learns of any commission firm, receiver or track buyer soliciting or encouraging shipments from farmers or irregular dealers, to report the name of said commission firm or receiver, together with the facts in the case, to the Secretary, who shall record the same in a book kept for that purpose, and he shall immediately notify each member of this Association.

ARTICLE VII.—AMENDMENTS.

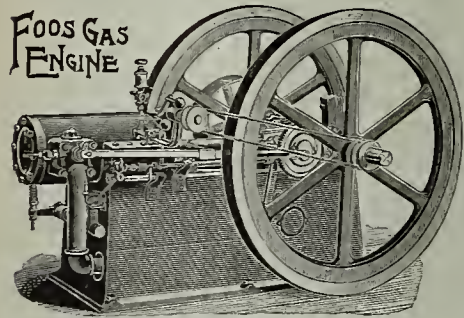
Section 1. These by-laws may be amended by a majority vote of those present at a regular meeting. Formal notices of proposed amendments must be mailed to members at least thirty days prior to the meeting.

We hereby subscribe to the foregoing constitution and by-laws and agree to give the association our hearty support.

Recommended by

Address

THE NEW FOOS GAS and GASOLINE ENGINE.



We can furnish Engines from 2 to 100 horse power, that are reliable and economical. Cost of operating Gasoline Engines, one cent per horse power per hour.

We furnish free with every engine an Electric Battery to explode the gas, that will last four months without any attention, then it can be renewed and will last four months more and so on for all time.

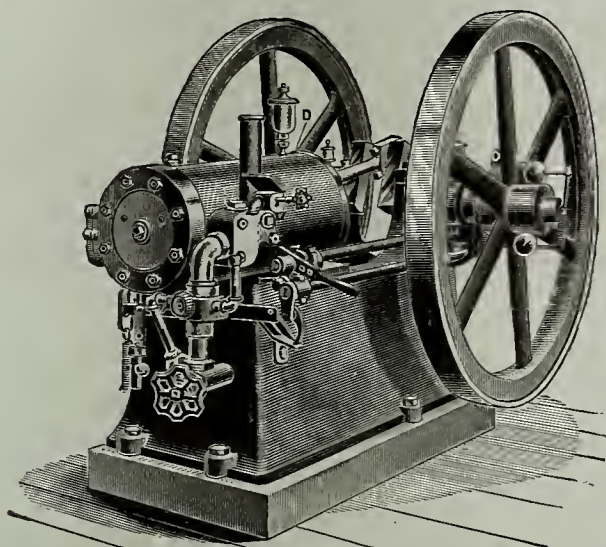
We do not use a red hot tube to explode the gas, that has to be replaced with a new one almost daily.

FOOS GAS ENGINE CO., Springfield, Ohio.

THE LATEST WEBSTER HORIZONTAL ENGINE

GAS

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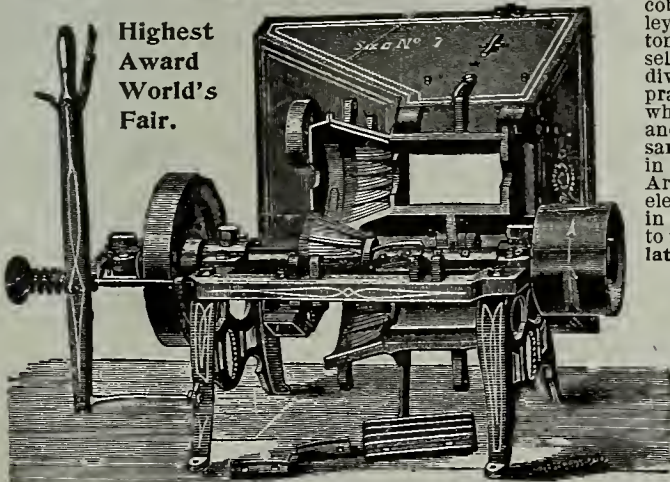
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THE BEST ALL-AROUND FEED MILL

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Elevator Supplies of All Kinds a Specialty.

We are the Pioneer Elevator Builders of the West, and claim priority in the building of Cheap Elevators with Increased Convenience. Don't BUILD until you get our Plans and Prices.

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The Hicks Improved GAS AND GASOLINE ENGINE.

AN IMPULSE WITH EVERY TURN OF THE CRANK.

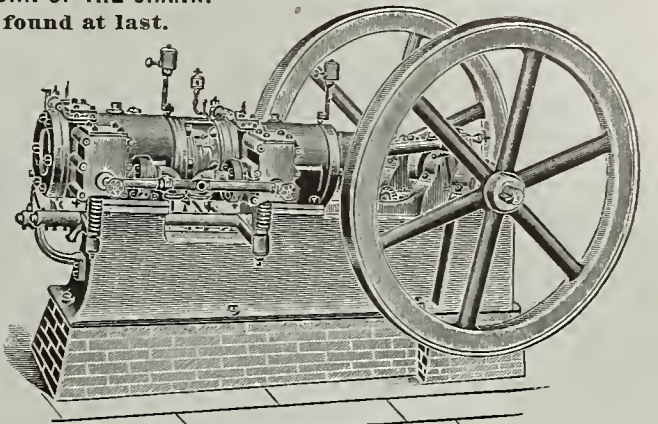
The long-sought for found at last.

Is the engine of the future, as by its construction it gets double the power from same weight and same number of parts used in the ordinary gas engine, enabling the manufacturers to reduce the price to compete with steam engines, at the same time furnishing an engine as much better than the ordinary single cylinder one-impulse-to-two-turns-of-the-crank engines now on the market, as the Corliss Steam Engine of to-day is better than the steam engine of thirty years ago.

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Sole Manufacturers for Detroit Gas Engine Co.,

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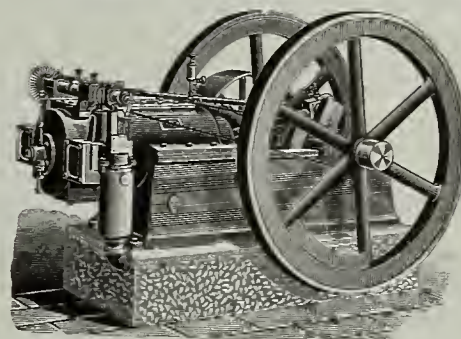
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1 to 40 Horse Power.

Natural Gas, Coal Gas, Gasoline Direct from Tank.

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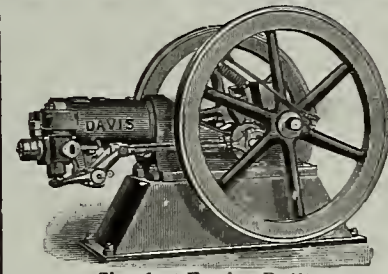
The "Perfection" has an improved Automatic Valve, which gives perfect protection and ventilation. Neatest. Handiest. Best.

Nickel plated protector, postpaid, \$1. Agents wanted. Address

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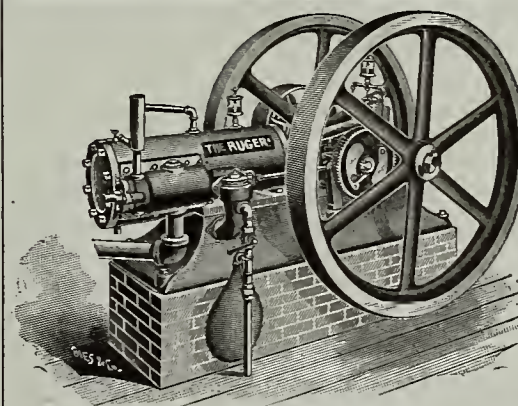
HARTLEY, IOWA, Feb. 10, 1896.

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We fixed the standard to which others aspired, but the Salem is now, as it always has been, incomparably the

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The BEST is what you want. It is the cheapest and most satisfactory in the end. Besides, the Salem is sold as low as other buckets.

ALL KINDS OF SHEET AND PLATE METAL WORK.

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Webster Spiral Conveyor,
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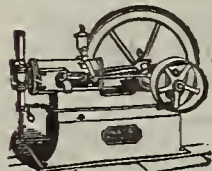
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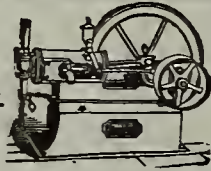
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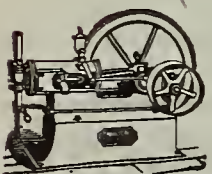


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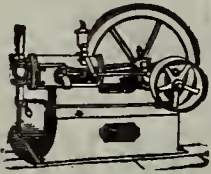
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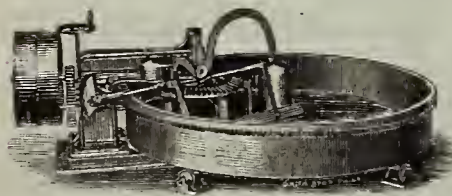
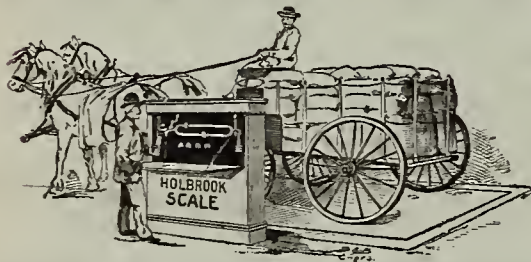
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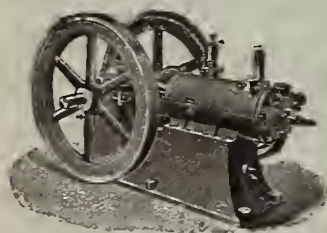
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FOR FERTILIZER MIXING.

Acidulating and other purposes where first-class
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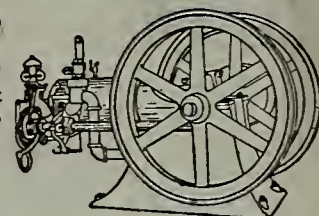
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